





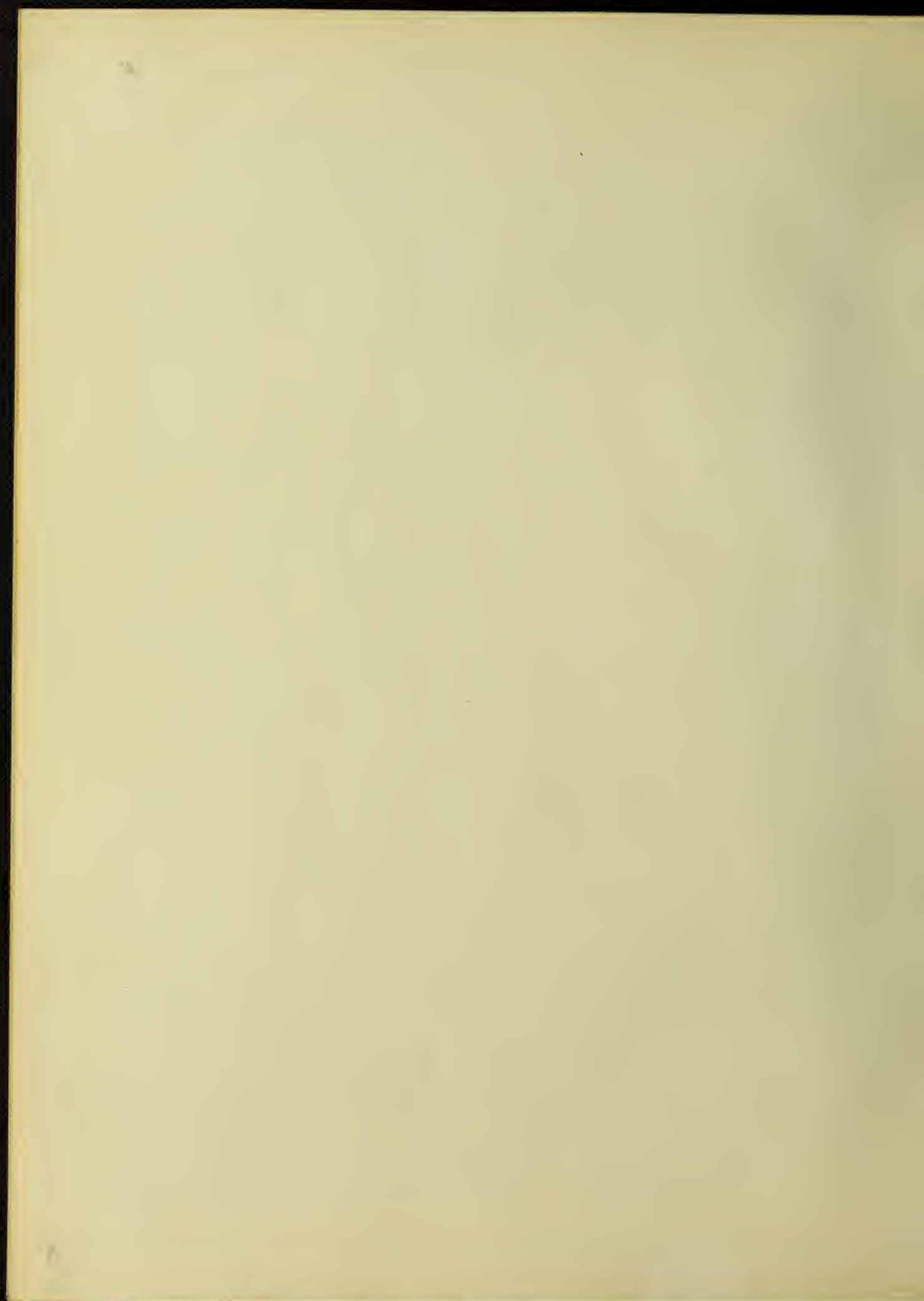
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THE AIR RESERVIST

JANUARY 1957



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AFRes & ANG

... see page 2



AFRes-ARMY AIRBORNE 'TEAM-UP' page 8

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THE AIR RESERVIST

VOL. IX NO. 1

January 1957

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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CONTENTS

| | |
|------------------------------------|----|
| "Air Power" TV Shows | 3 |
| Reservists with CAP | 5 |
| Crew Training | 7 |
| AFRes-Army Airborne 'Team-Up' | 8 |
| Mail Bag | 10 |
| Reserve Camera | 11 |
| They Also Serve | 13 |
| Cross Country | 14 |
| Pentaglyphs | 15 |
| Pictures of the Month | 16 |

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget 15 July 1955.

COVER: Four of the planes slated to "beef up" the Air Guard and Air Reserve. Lead story on this page.

Conversion of ANG & AFRes Wings, New Planes, Will Increase Reserve Potential

Plans to increase the Air Reserve Forces' troop carrier and air defense capabilities were announced last month by the Air Force.

In keeping with its plan to have the Air Reserve Forces constantly organized in a manner that will meet mobilization requirements, two AFRes tactical bomber wings and three AFRes fighter bomber wings will be redesignated troop carrier wings by Oct. 1, 1957.

Two ANG tactical bomber wings will be redesignated fighter-interceptor wings by July 1 this year.

Planned expansion of the AF's troop carrier capabilities was in keeping with the program to meet continuing airlift capability requirements. At the same time, the growing need in the area of air defense prompted the redesignation of the ANG tactical bomber wings to fighter-interceptor wings.

The flying wings involved: 452d Air Reserve Tactical Bomber Wing, Long Beach Municipal Airport, Calif; 94th Air Reserve Tactical Bomber Wing, Scott AFB, Ill; 440th Air Reserve

Fighter Bomber Wing, Minneapolis-St. Paul International Airport, Minn; 445th Air Reserve Fighter Bomber Wing, Niagara Falls Municipal Airport, N.Y.; 349th Air Reserve Fighter Bomber Wing, Hamilton AFB, Calif; 106th ANG Tactical Bomber Wing, Floyd Bennett Field, N.Y.; and 131st ANG Tactical Bomber Wing, Lambert Field, Mo.

AFRes will have over 350 C-119's assigned to its troop carrier wings by Oct. 1 and a number of F-86H's would be going to its remaining fighter bomber wings at that time.

By calendar year, 1959, C-119's, C-46's and F-86H's will constitute the major portion of the AFRes aircraft inventory. Also, by 1959, F-86D's, F-89D's, and F-94C's and possibly F-100's will make up the major portion of the ANG's aircraft inventory.

Upon completion of this redesignation, the AFRes will have 18 troop carrier wings and six fighter bomber wings. The ANG will have eight air defense wings, 17 fighter-interceptor wings, and two tactical reconnaissance wings.

ConAC Named Coordinator For Search & Rescue Work

All search and rescue activities within the nation's inland regions have been assigned by USAF to ConAC as Federal Coordinator.

Responsibility for coordination of these activities within the U.S. was designated to the AF by the President's Air Coordination Committee last March.

"The Committee envisaged a national network of all agencies possessing a search and rescue capability cooperating together to give assistance to military and non-military persons and property," Lt. Gen. Charles B. Stone III stated.

The ConAC commander said this means bringing together all military and civilian agencies—federal, state and local—and integrating their search and rescue capabilities into a network which can function as a cohesive unit.

"This coordination of all available facilities in any one area will afford greater efficiency and economy in bringing succor and assistance where distress strikes person or property," the general added.

Detailing briefly how the new search and rescue (SAR) will work, Gen.

Stone revealed that the country will be divided into sub-regions, districts and areas. SAR Coordination Centers will be established at each level of responsibility.

"Traditionally, Americans have always helped each other when trouble strikes," Gen. Stone said. "The National SAR Plan is a recognition of this tradition, and is a means whereby this neighborliness may be properly employed and directed to gain the greatest effectiveness."

Vaughn Monroe Featured In New AFRes TV Series

"Airtime," the new AFRes 1/2-hour TV program over the ABC network, starring popular singer Vaughn Monroe, began the first of a 13-week series on Dec. 27.

Originating live from the ABC Television Theater, N.Y.C., the show is telecast each Thursday at 10 pm, EST. The series will be supplemented by a top band and name guests each week.



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"AIR POWER" TV SHOWS

"AIR POWER," the USAF 1/2-hour TV series currently being telecast over CBS, holds much interest for Air Guardsmen and Reservists, particularly for those "who were there." Scheduled for this month's four Sunday shows and the first in February are the following, with covering photographs:

Jan. 6: TARGET: PLOESTI—a low-flying B-24 bombs the Astra Romana Refinery.

Jan. 13: SCHWEINFURT—salvage and reconstruction between Allied bombardiers and German work battalions are evidenced by piles of pipe and lumber knocked askew by succeeding bombing attacks.

Jan. 20: CONQUEST OF THE AIR—a P-38 hit by flak while escorting B-17's over Germany is returned to its base, prop feathered, under the protection of the *Flying Fortresses*.

Jan. 27: THE JAPANESE PERIMETER—1,000-lb. demolition bombs make a typical wartime setting at Midway for this mother gooney bird who tended her egg despite the sound and fury.

Feb. 3: INTERDICTION AND BLOCKADE—a Japanese destroyer, blazing from a direct hit, sank immediately after this picture was taken; it was one of 17 ships in a Japanese convoy bombed by the 5AF Bomber Command.



Target: Ploesti, January 6



Schweinfurt, January 13



The Japanese Perimeter, January 27



Conquest of the Air, January 20



Interdiction and Blockade, February 3

Selection Board Hikes to Permanent Colonel Made

The Secretary of the AF has approved the Selection Board proceedings for promotion of eligible lieutenant colonels to the permanent grade of colonel, AFRes, within the following categories:

Overall Vacancy: 166 lieutenant colonels were promoted to permanent colonel, AFRes, to fill overall vacancies within the AF; 112 were on EAD, 54 not on EAD. Within ConAC, 35 lieutenant colonels promoted to colonel, six being on EAD and 29 not on EAD. Effective date for promotion: Nov. 30, 1956.

General orders announcing selections were published by Hq USAF. Special orders confirming promotion were processed by Hq ConAC and its numbered

air forces for those officers on EAD; by ARRC for those not on EAD.

Unit Vacancy: 50 lieutenant colonels were recommended for promotion to permanent colonel, AFRes, to fill unit vacancies of which 10 are assigned to ConAC units. Effective date of promotion: Dec. 5, 1956. Special orders confirming promotion were published by ARRC.

Furnished Advance Copies

All subordinate commanders were furnished advance copies of the promotion list with authority to notify individual members.

These promotions constitute the first to colonel, as well as the first unit vacancy promotions, under the provisions of ROPA, as amended. The next Selection Board to consider eligible lieutenant colonels for permanent promotion to colonel will convene at ARRC on the 18th of next month.

An ECI Record Published Remains a Record Until the Mail Brings in a Better Record

Every time, it seems, that *The Air Reservist* prints a "record," the editor's "in-basket" is deluged with mail from those who claim a better record. Just how anyone is going to top this one, though, is difficult to contemplate. After all, there are only 24 hours in a day.

Anyway, in the December issue, a Capt. Frank T. Carroll, Jr., stated that he had completed a total of 1,454 hours of ECI courses since 1948. The editor thought that was really burning the midnight oil.

Within a week after the issue was distributed, he received a letter from a Lt. Fred J. Eickhoff, who holds diplomas for seven courses and had to his credit since 1951 a total of 2,144 hours.

That, thought the editor, was using up oil faster than a 10-year-old jalopy with bad rings.

Next mail brought another letter. This one from Capt. Francis A. McCabe, assigned to the 9883d ARSq at West Palm Beach, Fla. The breakdown listed below speaks for itself:

| <i>ECI Course</i> | <i>Hours</i> | <i>Completed</i> |
|---|--------------|------------------|
| Squadron Officer Course | 408 | May 1953 |
| Communications Officer Course | 432 | Sept 1954 |
| Academic Instructor Course | 54 | Nov 1954 |
| Electronics Fundamentals, Officer | 423 | Dec 1954 |
| Air Force Claims | 105 | Mar 1955 |
| Intelligence Operations Specialist | 240 | Mar 1955 |
| Command and Staff School | 417 | Apr 1955 |
| Military Justice | 114 | Jul 1955 |
| Still Photographic Officer | 150 | Jan 1956 |
| Supply Officer | 126 | Feb 1956 |
| Fire and Crash Rescue Officer | 150 | Jun 1956 |
| Air Electronics Officer | 195 | Sep 1956 |
| Ground Electronics Officer | 84 | Dec 1956 |
| TOTAL ECI | 2,898 | |
| <i>The Signal School</i> | | |
| Radio and Television Series | 229 | Mar 1954 |
| Wire Communications Series | 190 | Jun 1954 |
| Radar, Servo Systems, etc. | 68 | Apr 1955 |
| TOTAL SIGNAL SCHOOL | 487 | |
| GRAND TOTAL SINCE OCTOBER 1952 3,375 hours | | |

Capt. McCabe concluded his letter with the statement: "I wouldn't have believed it myself until I added up all

my certificates, just out of curiosity, after reading your item."

The editor can only doff his cap!

Purpose of Management & Materiel Courses Given

The Management and Materiel Course No. OR4316-1, activated July 10, 1956, with enthusiasm by the 47 officers who attended prior to the Christmas stand-down.

That there is some confusion regarding the objectives and plans for this course and its companion course, Maintenance Management No. OR4316-2, is evident from statements and questions by the students. This story serves to make clear the objectives and plans for both courses.

In general, to quote from TTAFC Course Outline 52-OR4316-1, the purpose of the dash one course is, "To provide formal continuation and refresher training for AFR officers in management principles, human relations, AF supply system, logistics and production control."

More specifically, the course proposes to present material in staff writing, public speaking, conference leadership technique, human relations, organization philosophy and practice, management functions, classification and assignment of civilian and military personnel, management of training programs, AF supply management, AF publications, property responsibility, maintenance engineering production analysis, production control and logistical planning.

It is apparent, from the background and caliber of the students, that continuation rather than refresher aspects of training should be emphasized. It is therefore contemplated that instruction will continually progress in level. Each student who returns to attend the courses from year to year will thus find that, while the fundamental elements remain stable, the details of presentation and material will have progressed to a higher level. Each succeeding attendance will not be a repetition of past attendances.

The Maintenance Management Course No. OR4316-2, which will be presented in alternate years, will consist primarily of maintenance organization and methods. It too will be kept up to date to present the latest in maintenance organization and method.

Each course is designed to stand alone so that neither is a prerequisite to the other. There is, however, an interdependence between the two which will form a complete picture of aircraft maintenance staff management when both courses have been completed.



RESERVISTS WITH CAP

◀ Maj. Mork Mason, Air Reservist, supervises cadets in repairing the CAP's single-engine aircraft.

Receive points creditable toward retention and retirement by working a few hours each week in your local area! This opportunity is afforded reservists eligible (in accordance with regulations) to participate in the Civil Air patrol program.

The CAP, dedicated to advancing aviation, maintaining our air supremacy, and serving community and country, has a 3-phase program that provides a wide range of activities in which reservists can employ their particular training and skill for point-getting credit.

A radio network consisting of more than 10,000 facilities, approximately 6,000 CAP planes, ground rescue teams, and thousands of volunteers in senior and cadet squadrons throughout continental U.S., Puerto Rico, Alaska and Hawaii stand ready to answer distress calls or cope with national emergency or disaster. The major part of CAP's operations involves "mercy missions" to aid individuals critically in need of help and AF assigned search-and-rescue missions.

Air Rescue Service has termed CAP, civilian auxiliary of the AF, its "right arm" in search-and-rescue. To maintain peak proficiency and effectiveness throughout all phases of the CAP program continually requires personnel experienced in maintenance, administration, liaison, and operations. CAP has called upon the reservist to increase the effectiveness of the program with his specialized knowledge.

The AF has authorized qualified reservists to participate in CAP and awards point credit for this participation. The greatest need is for instructors. The Cadet and Aviation Education phases of the program are considered the most

important and to these the organization devotes its chief efforts.

Aviation Education is the foundation of the CAP program. The demand of the air age that responsible citizens comprehend the airplane and its effects upon world affairs in particular applies to American youth—our future leaders. Therefore, CAP concentrates on its cadets.

CAP membership numbers over 90,000; nearly 51,000 are cadets. Of immediate value to these teen-age youngsters is the opportunity to examine all facets of aviation, select a desirable career, and thereby step ahead in his field through advance preparation.

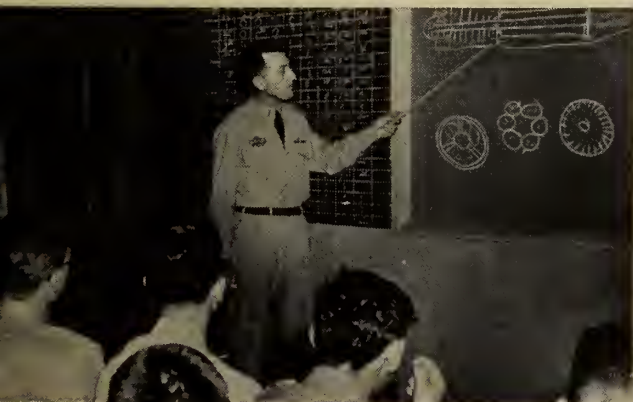
With an eye to the future, CAP has set a minimum goal of 100,000 boys and girls in cadet training. This expanding program has made CAP's need for instructors urgent, and the broad scope of the Cadet phase offers reservists one of their greatest opportunities to utilize their "know-how."

In addition to point credit, qualified reservists can gain the benefits of working with youngsters, thereby contributing to the wholesome development of our future citizens.

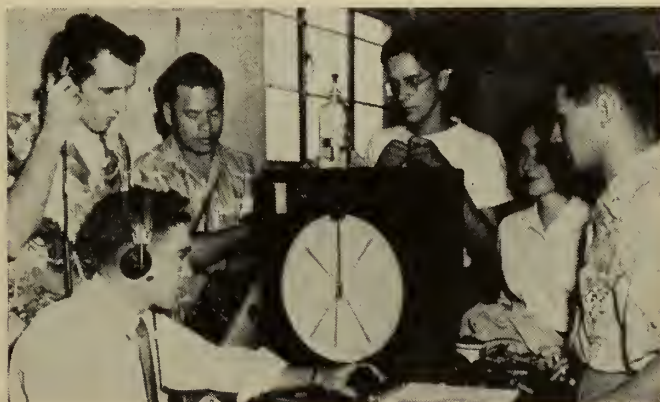
The importance of the cadet program to civil and military aviation and to the nation was expressed by Secretary of the AF Donald A. Quarles who has said he believes the most important CAP mission is training young people for aviation careers. He has urged CAP to redouble its efforts to attain the membership goal.

As emphasis on the airplane and airpower in the postwar years made rapid developments in aviation imperative, and increased the deficit in related technical fields, CAP accord-

See RESERVISTS page 9



Capt. Charles C. Albritton, AFRes, is conducting a CAP cadet class in theory of jet engines. CAP has urgent need for reservist instructors.



CAP cadet senior members eagerly learn the basic fundamentals of radio navigation in an aviation education workshop under capable instruction.

36 Additional Paid Drills Clarified in Pertinent Question & Answer Breakdown

(Numerous questions have been posed concerning entitlement to the 36 additional paid drill periods per year authorized flying personnel in Air Reserve and Air Guard combat units. The following question and answer article has been prepared to make this program better understood.)

Q—When did the additional flying training periods become effective?

A—April 1, 1956.

Q—Are these 36 additional drills authorized annually?

A—Yes, but no more than 12 can be taken in any one quarter.

Q—Is participation required?

A—No; participation in all or any

number of these periods is authorized.

Q—Are they scheduled to coincide with the fiscal quarter?

A—No; with the pay quarter, in order to minimize record-keeping.

Q—Who are eligible to participate?

A—Only those members of the ANG and AFRes Category A units, who are otherwise authorized to participate in flying activities.

Q—Are members of the Mobilization Assignment Reserve Section (MARS) eligible to perform these additional periods for pay?

A—No.

Q—Must an individual attend all unit training assemblies conducted during a quarter to be eligible to participate in these training periods?

A—Yes.

Q—Has any restriction been placed on the performance of additional flying training periods for pay before the first unit training assembly of the quarter has been held?

A—No.

Q—May reservists be paid for those periods performed prior to a unit training assembly that has been missed?

A—Yes.

Q—How many hours must the unit training be?

A—All regularly scheduled unit training assemblies of each individual's unit of assignment must be of at least four hours' duration.

Q—What about the duration of each additional flying training period for pay?

A—Also four hours, with one flight being executed during each such additional period.

Q—How about a breakdown on flying time?

A—During each quarter of the additional training periods the flying time must average not less than 1 hour and 15 minutes per period in jet aircraft, or 2 hours and 30 minutes per period in conventional aircraft.

Q—Suppose it is less?

A—Then the individual is paid for only those periods in which sufficient flying time was performed to meet the required average.

Q—Can the time flown during regularly scheduled unit training assemblies be included in computing the required quarterly average?

A—No.

Q—Am I correct in assuming that these additional flying training periods for pay will not be considered as unit training assemblies?

A—Right.

Q—Can support personnel be scheduled to perform appropriate duty during such periods in order to augment Regular AF support activities?

A—At the discretion of the unit commander.

Q—Must all assigned members of multiposition crews train as a crew?

A—Except for certain specialized training, such as transition or instrument training for pilots.

Q—What is the interpretation of a complete crew?

A—One composed of all regularly assigned crew members.

Q—What about a crew lacking an assigned radio operator and/or navigator?

A—When personnel shortages exist, it will be considered a complete crew.

Q—What is a criterion of training objectives?

A—Crew integrity, which will be adhered to through close supervision of training objectives.

Q—May crew vacancies be filled by individuals of other crews with the same specialty or crew position, and such personnel be entitled to additional pay?

A—Provided they do not exceed the 36 additional inactive duty periods in a year.

Q—How many additional flying training periods are authorized during one calendar day?

A—Only one.

Q—Can additional flying training periods be authorized on a day when the individual has participated in two unit training assemblies?

A—No.

Q—How about one unit training assembly?

A—Then an additional flying period may be authorized, provided the aggregate time of the two periods is at least eight hours.

Q—Are individuals performing active duty eligible for these periods?

A—No, nor are those performing active duty training, or other inactive duty training.

Q—Has a limitation been placed upon the amount of inactive duty training that may be authorized and voluntarily performed without pay or reimbursement of any kind?

A—No.

Reserve Forces Briefing Given to Policy Board

Top-ranking reserve and National Guard officers representing all branches of the armed services met at Mitchell AFB last month for a special briefing on the Air Reserve Forces. They were welcomed by Lt. Gen. Charles B. Stone III, commander, ConAC.

The officers are members of the Reserve Forces Policy Board which acts as principal advisor to the Secretary of Defense on all matters relating to the reserve components of the Armed Forces. During this meeting, the board was briefed on the individual training program of the AFRes and the unit program of the ANG and AFRes, enlistment of non-prior service personnel, and individual mobilization requirements. The briefing was concluded by a report on the operation readiness of the AFRes and ANG.

Guests at the briefing included Maj. Gen. Roger J. Browne, cmdr, 1AF; Maj. Gen. Winston P. Wilson, chief, AF Div, NGB; Mr. Ed G. Hogan, AFA; and Col. Roger Zeller, president, ROA.



L to R: Mr. David Smith, asst AF secy; Gen. Stone; Maj. Gen. Wm. Holl, asst C/S Res. Forces, all of whom were present at the meeting.

AFROTC cadets receive realistic . . .

CREW TRAINING



2d Lt. Linne Larson, former cadet at Occidental College.

As an AFROTC student headed for flight training you may wonder what's ahead of you after you get your wings. As an AFRes pilot logging T-33 time in weekend cross-country flights you may wonder what's in store for you in the event you are recalled to active duty.

For each of you there is a good chance that, before you are assigned to an operational outfit in SAC, TAC, or ADC, you'll go through one of the advanced combat schools operated by the Crew Training AF.

Combat crew training, as conducted in the CrewTAF, represents a new philosophy in American military aviation, coming into existence when the Korean conflict clearly pointed up the fact that combat commands need a source of combat-capable crews who, with little additional training, can be brought to a state of combat-readiness.

The old system, whereby the newly-rated or recently-recalled pilot or observer received realistic combat training only after assignment to an operational unit, forced such units to dissipate vital portions of their energies in transitioning partially-trained personnel to complex operation aircraft. Today's AF, meeting the problems of complex aircraft and the technical bombing and interceptor radar systems, makes this kind of training impractical and obsolete.

The CrewTAF is an outgrowth and expansion of the advanced combat training program instituted at Nellis AFB, Nev., in the early days of the Korean conflict to prepare pilots for assignment to 5AF tactical units.

The success of that combat training program is written

in the 14 to 1 kill ratio that American jet pilots racked up against the communist-operated Russian MIG's over Korea.

Organized in 1952, CrewTAF has since grown to a 9-base assembly line, turning out fighter, interceptor and bomber crews who are "combat-capable"—that is, capable of employing the aircraft as a weapon and, with a minimum of unit indoctrination, ready to do a combat job in an operational command.

The CrewTAF program is divided into three complexes: fighter, interceptor, bomber.

In the fighter complex at Luke AFB, Ariz., Williams AFB, Ariz., and Nellis AFB, Nev., young pilots—for the most part recent graduates of the Flying Training AF's basic pilot schools—learn to handle F-84, F-86 and F-100 aircraft under conditions which realistically simulate actual combat.

A large portion of the Williams and Luke instructional program is devoted to the advanced combat training of ANG pilots, as well as foreign pilots from friendly countries. The latter are trained under the provisions of the Mutual Defense Assistance Pact. Courses at all three bases are designed to graduate fighter pilots who will serve as wingmen in operational units.

Overseas Assignments

Graduates of the fighter combat training course draw SAC, TAC, or overseas assignments.

At the eastern end of CrewTAF is located the interceptor complex: Moody AFB, Ga., Tyndall AFB, Fla., and Perrin AFB, Tex. Here pilots and crews are trained in the techniques of all-weather radar interception. In the 2-man F-89D *Scorpion* and F-94C *Starfire* used at Moody, the radar is operated in the initial phase by a radar observer, final phase being flown as indicated on the pilot's scope. At Perrin and Tyndall, which have single-place F-86D *Sabrejets*, the pilot handles the radar at all times in addition to flying the aircraft.

The initial stage of interceptor training stresses instrument procedures and techniques of weather flying. The second phase transitions the aircrew to their aircraft and ultimately involves diligent training in target interceptions of all types,

see CREW TRAINING page 9



Lt. G. R. Warth, instructor at Tyndall AFB, briefs Lt. B. C. Wallace.



Former cadets turning in their flying gear after completing mission at Luke AFB. From left, Lt. Larson, J. W. Lewis, R. C. Moe, L. W. Miller.



Maj. L. W. Lilly (r) discusses an F-100 with student, Lt. J. Looney.

AFRes-ARMY AIRBORNE 'TEAM UP'



The 435 TCW unloads its human cargo during first of many weekend exercises planned in conjunction with Army and Air Force troops.

THE Air Force Reserve has taken another practical step toward expediting combat preparedness within its ranks—a step which enhances its potential as one of America's super peace weapons.

The new plan involves ConAC's First, Tenth and Fourteenth Air Forces and features intra-service cooperation on an unprecedented scale for units of the Air Reserve.

Progress in this direction has been indicated by Hq ConAC's recent announcement that reserve troop carrier Wings are now engaged in weekend inactive duty training in conjunction with 18AF and Army Airborne units.

Cited example: On Dec. 1-2, 14AF's 435th TCW from Miami, Fla., and 1AF's 375th and 514th TCW's from Pittsburgh, Pa., and Mitchel AFB, N. Y., respectively, inaugurated weekend inactive duty airdrop missions under the supervision and guidance of 18AF. Flying a total of 18 sorties, they actively supported the paratroop of 82d Airborne Division personnel at Pope AFB, Fort Bragg, N. C. (Other AFRes units are programmed for similar participation during an upcoming cycle of weekend exercises.)

This means: Reserve TCW's, heretofore dependent almost wholly upon the 15-day summer tour for realistic training, are now performing their vital functions on a continuing basis.

Expected result: maximum utilization of the training time allotted to Air Reservists attached to these wings.

Cooperation Spurs Program

The germ for the accelerated program was conceived late this summer. Brig. Gen. Clayton Stiles, commander of the 514th TCW, had expressed his pleasure with the cooperation received from 18AF and the Army during Exercise Pine Cone. He had further indicated the desire that this type of training be made available to Air Reservists on a continuing rather than a one-time basis during the year.

Maj. Gen. Chester McCarty, commander of TAC's 18AF and a long-time ally in evolving training problems of the Air Force Reserve, enthusiastically acted upon the suggestion. His command began immediate negotiations with the Army to see what might be done. Cognizant of the fact that "once the balloon goes up," these reserve wings will be the inheritance of the 18AF, he desires obviously that they be combat ready.

Conferences involving ConAC, TAC and the Army brought forth the necessary ground rules for the weekend inactive duty training. Eighteenth AF started the ball rolling by including reserve troop carrier wing aircraft in its own continuing training program with the Army. Present commit-

ments and plans assure troop drop missions for ConAC forces through May 1957. Location and distance preclude the addition of 4AF in the exercises under current plans. However, consideration to effect similar training is being given to the West Coast reserve units.

The Army's response to 18AF's proposals also is praiseworthy. Volunteer active duty personnel have agreed to give up training-free weekends in order to help the AFRes expedite combat readiness. This far-sighted view helps add depth to all branches of the regular establishment in the event of national emergency.

The first weekend inactive duty training exercises at Pope AFB ended on a high note in morale and accomplishment. Participants—commanders, officers and airmen, alike—univally endorse the "doing" program.

Maj. Gen. George G. Finch, commander of 14AF, was particularly eloquent relative to the cooperative exercises. His words sum up the true implications of this realistic program:

"The fate of the nation may well hinge on the preparedness of our reserve forces in case of war. By actually working with the men of the airborne, inactive duty reservists—such as members of the 435th TCW—are becoming more combat ready. A major achievement of such an exercise is the establishment of a mutual relationship which will be invaluable in the event this nation ever has to face armed aggression from any unfriendly force."



Pittsburgh's 375 TCW hauled these traapers to their rendezvous. Reserve TCW's are slated for weekly sessions of active participation.



The 512 TCW also got in its licks during the operation. Plane's crew takes inventory shortly after traapers "hit the silk."

CREW TRAINING from page 7

h day and night. The final phase of training involves amble missions during simulated air defense operations, crises in making radar contact with, and firing rockets on, radar-reflected towed target.

Three bases, McConnell AFB, Kans., Randolph AFB, Tex., and Stead AFB, Nev., make up CrewTAF's bomber complex. McConnell is the only USAF installation transitioning crews the B-47 *Stratojet* bomber, the backbone of SAC's medium bomber force.

The B-47 Observer's School at McConnell gives specialized training to qualified observers in the "K" bombing navigation system.

Stead AFB, the "home of the walking AF," conducts a day course in survival, escape and evasion for combat crew personnel. Students receive instruction in the medical aspects of survival, methods of escape and evasion, and survival electronic communications at this USAF Advanced Survival School located in the rugged Sierra Nevada mountains.

At Randolph, the present program consists of 4-engine transition instruction in B-29 aircraft; a Nuclear Weapons School, designed to familiarize B-52 and B-36 officer crews with the techniques of delivering nuclear weapons; and the AF's helicopter instruction course.

The final effectiveness attained by "combat-capable" trainees can, of course, be measured only by the performance of graduates who are assigned to the combat command. Any deficiencies in the combat crew training program, as well as any new requirements desired by combat units, are sought through questionnaires sent out periodically to the operational commands concerning the performance of CrewTAF graduates.

The reports are carefully studied and when any phase of the training program appears to be falling short, corrective changes are quickly made.

The philosophy of crew training was indeed something new back in 1952—and in our fast-changing world, 1952 might be considered a past era. Today crew training is a critical and vital necessity in the huge and complex business of jet aviation.

It is the best insurance we have that AF fliers will be capable of performing their combat assignments effectively and return to enjoy the peaceful fruits of victory. ✚✚

RESERVISTS from page 5

ly widened the scope of its youth program. Today, cadets require a broad knowledge of aviation in a military program which gives them a chance to develop self-discipline and a sense of reliability and leadership.

Theory of Flight, Meteorology, Navigation, Electronics, Aircraft Engines, Airports and Airways Systems, and other academic aspects give cadets an understanding of aviation advantageous to them in any career field. Aviation studies, squad duties, and CAP activities place a premium on the Air Reservist who can provide eager youngsters with proper instruction and sound guidance derived from experience.

Cadets do not receive flight training, but they gain experience in techniques and problems of flying through orientation flights. Additional acquaintance with aviation operations is provided through summer encampments at AF bases. At these encampments reserve officers serve as staff members. In 1966, encampments were held at 39 bases with approximately 9,000 cadets attending.

The most far-reaching phase of the CAP program is

Aviation Education. Its ultimate aim, to provide adequate aviation education to adults and children throughout the country, promises vast expansion. The most highly-qualified aviation instructors are required to fill the increasing needs of this program and eligible AF reservists well fit the requirements.

Last year nearly 30 colleges and universities held aviation education workshops which permitted instructors first-hand experience in all facets of aviation. Over 2,000 teachers attended. USAF and CAP directly assisted the schools by planning the program, supplying materials, and providing professional education consultants. Growth of the CAP aviation education program will be determined by the number of instructors available; qualified reservists will be called upon for their services in increasing numbers.

Reservists authorized to participate in the CAP program, non-pay status, earn points toward retention and retirement. Points are awarded on the basis of one point for the accomplishment of authorized duty for a continuous period of normally four hours but not less than two hours, or one point for the preparation of each hour of instruction, but not to exceed two points for preparation of any one instruction period.

No more than one point will be credited to a person within any one calendar day unless the total duration of the authorized duty is at least eight hours. In no case can more than two points be earned in any one day. Active tour of duty also can be carried out in the CAP program.

The CAP, working on a community level through its wings, groups and squadrons, grants unequalled opportunity to obtain point credits in the reservist's home area. The mutual benefit to the reservist and CAP is apparent. ✚✚

A Reserve Pilot Makes an Issue —And a Save, With Toilet Tissue!

"Tissue away!" sang out Pilot-Trooper Chester Nottage of the Michigan State Police, who also is a first lieutenant in the 9617th ARSq of Traverse City.

Lt. Nottage's "bomb" wasn't exactly the type one would drop under ordinary circumstances, but this occasion was no ordinary circumstance.

A 14-year-old lad from Lansing, Mich., Earl Harmon, Jr., had been lost in the desolate bear-inhabited swamp area of the upper Michigan peninsula for five days. First, a CAP patrol plane had spotted him and dropped some matches. Then, Trooper Nottage was notified and the two planes sought him out again. But because of the dense undergrowth, it was only after half an hour of hedge-hopping over the area that they could locate him again. By this time, both planes were getting low on gasoline.

A way had to be devised—and quickly, to mark the area so rescue parties could be directed to the lad.

Trooper Nottage reached behind his seat and picked up a roll of toilet tissue. As he flew over the waving boy, he dropped the roll out his side window. The tissue unrolled in a long stream, winding itself around the upper branches of the undergrowth—a mark which could be spotted for miles.

It was then a routine matter to direct the rescuers to the scene.

"It wasn't exactly SOP," grinned the former AF pilot, "but it worked."



MAIL BAG

Dear Editor:

I am a reserve officer who desires an appointment in the Michigan NG. Is it necessary that I submit a tender of resignation from the AFRes, or what other administrative steps must be taken?

ST
San Diego, Calif.

The tender of resignation is not necessary. Apply for a conditional release for the purpose of accepting a NG appointment. This application should include a statement from the commander of the NG unit in which you desire affiliation that you are acceptable for transfer. If assigned to an active reserve unit, your application should be directed to your unit commander. If assigned to Hq ConAC, NARS, IRS, or ISLRS, submit the application to the ARRC, ATTN: PERS-C1. If recently released from active military service (within six months), your application should also contain a copy of orders releasing you from AD and transferring you to the AFRes. After accepting an appointment in the Army NG, and upon receipt of official information of your acceptance, the ARRC will discharge you from the AFRes one day prior to the effective date of appointment in the NG of the U.S., thereby precluding a break in service.

Dear Editor:

How can I obtain a replacement of my AFRes Identification Card?

FNO
Portland, Ore.

Apply for a new card through the commander of your unit of assignment. You must submit a sworn statement outlining the circumstances concerning the loss or destruction of your card. If assigned to Hq ConAC, NARS, IRS, or ISLRS, submit the request with sworn statement to the Commander, Air Reserve Records Center, ATTN: RDCD-A1-B, 3800 York St., Denver 5, Colo. An AF Form 279 (Application for Identification Card) will be forwarded to you for your use in applying for a new identification card.

tification Card) will be forwarded to you for your use in applying for a new identification card.

Dear Editor:

I received my Annual Report of Total Allowable Points and Federal Service (ConAC Form 217) from the ARRC. I did not receive credit for the completion of correspondence courses accomplished during the past year. How may I have these points recorded?

MM
Albany, N. Y.

You may have these points correctly recorded by submitting the duplicate copy of the ECI Form 26, Certificate of Completion, to Commander, ARRC, ATTN: CG-TR1.

Dear Editor:

I have heard recently that a reservist qualifies for transfer to the Retired Reserve Section provided he has 10 years of commissioned service. Does the 10 years have to be active Federal commissioned service?

JLD
East Orange, N.J.

Yes. He also must be 37 years of age or over.

Dear Editor:

The ARRC requested I furnish DD form 214 (Separation Certificate), which is required to corroborate all of my creditable prior service. I have but one copy of DD Form 214. May I forward a photostatic copy?

LEA
Malden, Mass.

Yes, You may submit a photostatic copy at no cost to the Government. If you forward your original DD Form 214, the ARRC will have a photostatic copy made at no cost to you and return your Form 214.

CORRECTION

The 6-month selective program in the November 1956 *Air Reservist* listed the address of Det 4, 12th AACS Sq as Hill AFB, Utah. This was in error. The correct locale is Castle AFB, Calif.

BOOK REVIEW

MEN BEHIND THE SPACE ROCKETS by Heinz Gartmann (McKay)

During the winter of 1942, the author was ordered by the German Air Ministry to report to the secret rocket site at Zühlendorf to assist in research work. He describes his part in the development of modern rockets, as well as the experience of other renowned experts who brought us to the coming age of space travel.

Gartmann, now one of the foremost authorities on rocket research, describes graphically the past, present and immediate future. He provides an excellent introduction for laymen desiring an insight into the history-making space rockets to come.

SATELLITE! by Erik Bergaust and William Beller (Hanover)

Newspaper editors and rocket experts, Bergaust and Beller review the essential principles in this fascinating achievement of modern science. The co-authors explore the unknown and unearth exciting facts leading to "the first step into the last frontier." A fine definitive work that serves as an excellent companion book to Gartmann's *Space Rockets*.

STORMY LIFE by Ernst Heinkel (Dutton)

A most informative account by the famed German designer of the Heinkel aircraft, which did so much to build up the *Luftwaffe*. Heinkel takes the reader behind the scenes in his description of his early efforts and his work on rocket propelled and jet planes. Since he knew the top political and military figures of Nazi Germany, the book relates revealing chapters of such figures as Hitler and Goering.

MAN IN THE SKY by Richard Hubler (Duell, Sloan & Pearce)

An exceptionally fast-paced novel of a fighter pilot and flying soldier of fortune. The aerial combat scenes in which Gib Miller, the central character, is involved—first as a flying Tiger and then with the RAF—are realistically exciting. A succession of love affairs snaps Miller out of his frustrating loneliness. One of the better novels in the recent rash of air combat fiction.



Lts. R. R. Cawser (left) and J. B. Conley hie ta their B-26 during a surprise mobilization exercise conducted by 106th Bamb Wg, NYANG.



Lt. Gen. Charles B. Stone III (left), ConAC cmdr, helps Col. Fred E. Larson, 9751st ARSq cmdr, open new quarters in Sioux Falls, S. D.



A/B George T. Daughters II of Des Plaines, Ill., first 6-months reservist, is fitted far uniform by A/3c J. Powers at Lackland AFB.



TV newscoster Bill Raddy gives an extemporeanus talk on the Middle East to members af the 349th F-B Wg at Hamilton AFB, Calif.

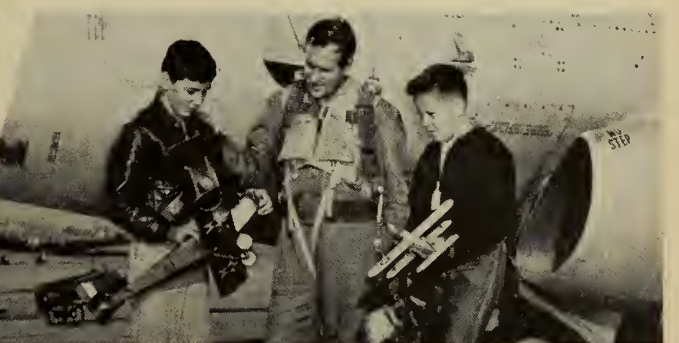


Karean reservists aid Oakland (Calif.) AResC collect clothes for Karean orphans during "Operation Hess." Left ta right ore: Capt. Nixon B. Shrader, Jr., center ISO; M/Sgt. Rasaline Levenson, ISO; seaman 3/c Saal Kim, and Lt. Pyoung Hoan Kim, Karean Navy. The drive was o huge success.

RESERVE CAMERA



Miss Jaanne Alfard, "Miss Air Power af 1956," visits Angels af U. af Omaha, 470th AFROTC Cadet Wing. Left ta right are: Miss Alfard, Betti Calemon, Judy Staor, and Gerri Thampsan.



Capt. P. Paberezny, Wiscansin ANG, mointenance officer, discusses the ald and the new in military aircraft with James Krueger (left) and Clifford Anderson during a madel airplane meet at Gen. Mitchell Field, Milwaukee. The ANG aided in meet.

SURVIVOR BENEFITS

1—The Reservist and Social Security

(The Joint Task Group on Survivor Benefits has prepared three separate stories in order to show that the provisions of the new Survivor Benefits Act are not nearly as complex as they seem. The first of these articles is presented in an easy-to-understand breakdown. The other two will follow in successive issues.)

The Servicemen's and Veterans' Survivor Benefits Act (Public Law 881, 84th Congress) provides a supplemental retirement and survivor benefit for members of the Armed Forces, including reserve components, by placing all members under contributory Social Security the same as employees of civilian concerns.

Beginning the first of this month, members of the Armed Forces on active duty, including active duty for training (*i.e.*, summer camp), but excluding inactive duty training (*i.e.*, one night per week drills), will be credited with Social Security wage credits predicated on military basic pay. For the reservist, this may mean increased retirement or survivor benefits since credits based on military pay are additive to those earned in civilian life.

Under Social Security only the first \$4,200 of wages in any one tax year is subject to Social Security tax. It is quite possible that certain reservists whose civilian pay exceeds \$4,200 per year will have Social Security deductions made for the pay received during summer camp.

In such cases, the reservist can recover this overpayment of the Social Security tax by an adjustment provided in the income tax return whereby such overpayments can be used as a credit to taxes payable, or refunded if no taxes are payable.

The amount of retirement and survivor benefits paid under Social Security depend upon an individual's "average monthly wage." The maximum retirement benefits provided workers at age 65 is \$108.50 per month. Survivor benefits are as follows: a maximum lump-sum payment upon the death of a covered employee of \$225; \$200 per month maximum to a widow with two children, each under 18 years of age.

To the reservist whose average monthly wage is less than \$350, the additional Social Security coverage gained by reserve participation could

be significant.

In order to illustrate this point, the following tables are provided:

| Average Monthly Wage | Male Benefit (age 65) | Man & Wife Benefit (both 65) |
|----------------------|-----------------------|------------------------------|
| \$300.00 | \$98.50 | \$147.80 |
| 330.00 | 104.50 | 156.80 |
| 350.00 | 108.50 | 162.80 |
| Widow Only | Widow with one child | Widow with 2 children |
| \$73.90 | \$147.80 | \$197.10 |
| 78.40 | 156.80 | 200.00 |
| 81.40 | 162.80 | 200.00 |

From the above table, it can be seen that an individual whose average monthly wage is increased by as much as \$20 or \$30 per month, the corresponding payable benefits increase.

It must be realized that these benefits

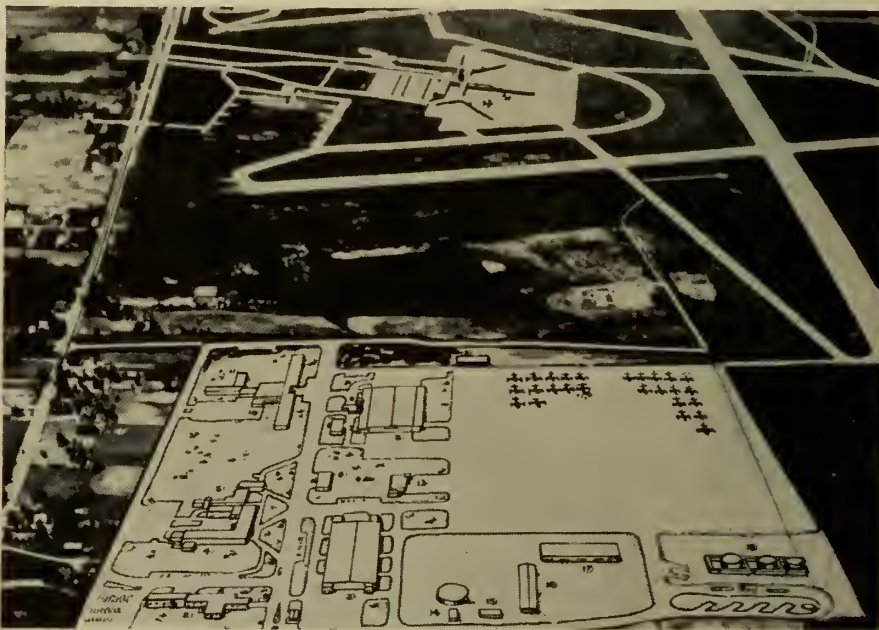
are often payable for many years and therefore a difference of a few dollars per month compounded means a considerable sum. To this extent, the additional Social Security coverage secured by the reservist while in summer camp is most advantageous.

For the reservist who is on active duty but returns to civilian employment and for the civilian reservist called to active duty, the continuity of Social Security coverage on a wage related basis is highly desirable. Heretofore, this benefit has not been available and is one of the many advantages of the new Servicemen's and Veterans' Survivor Benefits Act.

It is suggested that a reserve member desiring specific information about benefits applicable in his individual case contact the Social Security field office nearest his home.

(Next month: Portal-to-Portal Coverage for Members of the Reserve Components.)

Operation First Base



Ceremonies Highlight Gen. Mitchell Construction

Dedication ceremonies, code-named "Operation First Base," of the new facilities for the 2473rd ARFC at General Mitchell Field in Milwaukee, were held last month with Maj. Gen. William E. Hall, ass't c/s for reserve affairs, Maj. Gen. Robert E. L. Eaton, 10AF cmdr, and Rep. Clement J. Zablocki of Wisconsin, as honored guests.

Facilities which were dedicated (only the initial phase of the 8.3-million dollar project has been completed) include: maintenance hangar and offices, parking apron and taxiways, supply warehouse, jet fuel pumping station, and fuel storage area and runways.

The Center will maintain the facilities for the training of Wisconsin's 438th Ftr-Bmr (Flying Badger) Wing, whose mission in the event of attack is to intercept enemy aircraft and maintain air superiority over the entire state.



The Explorers prove

They Also Serve

who only stand and wait

THE sixth and last point of the Explorer Scout's Citizenship Pledge begins: "I will work to preserve our American heritage of liberty and responsibility." And by what better means than this country's teen-age citizens abide that pledge than by volunteering their time and talents to the Ground Observer Corps?

Right now, there are many thousands of Explorers in all the 48 states devoting many more thousands of hours each month to GOC duties which range from passing messages through manning isolated posts to working in the filter centers. In many cases, an entire Explorer unit works as a team, relieving adult civilian observers, or filter workers. The majority, however, are serving individually, simply pitching in where they can do the most good.

Although the expansion of the GOC to all 48 states did not occur until 1955, Explorers began standing watches at observation posts in some areas of the country as early as 1951 and were taking positions in air defense filters early the following year.

Explorers Commended

This eagerness—and the effectiveness displayed by Explorer units and individual Explorers gained the attention of Gen. B. W. Chidlaw, who, as former commander of the Continental Air Defense Command (which has the responsibility of the entire Ground Observer Corps) commended the Explorers for their services in the GOC and requested their continuing support.

Following this, Col. Broun H. Mayfield, director of Civil Air Defense, and officials of the National Council, Boy Scouts of America, worked out a cooperative plan for Explorer participation.

The plan consisted essentially of five points: (1) Explorers throughout Amer-

ica are of the practical age to be of great assistance to the GOC; (2) Explorer units and troops crews should work as units under their own leadership in filter centers; (3) Explorer units and troop crews may work as units or as individuals wherever needed and whenever possible; (4) GOC personnel will develop and administer training classes for Explorer units on filter center and observation post operations; and (5) local GOC personnel will develop a plan and time schedule for use of Explorer units in all filter center cities in cooperation with local Scout executives.

Remarkable Participation

The success of this plan, which, indeed, has had little advertising outside of word-of-mouth and the youth's own desire to help his country in any way possible, has been remarkable. At the last report, nearly 10,000 Explorer Scouts, and over 300 Explorer units, as such, were actively participating in the Ground Observer Corps. At air defense filter centers, over 1,200 Explorers are manning operational positions; some 700 of these are members of the 50 Explorer units participating as such, while 500 are serving individually. Standing regular watches at observation posts are more than 8,000 Explorers, 3,000 of whom are representatives of the 250 units participating as units; approximately 5,000 serve individually.

As Dr. Arthur A. Schuck, Chief Scout Executive, wrote to Gen. Chidlaw: "We take this opportunity for service most seriously because we recognize its importance to America and also because of the fact that it gives qualified members of our organization a chance to practice participating citizenship of the highest order."

But while the ways in which they serve are many and varied, one of the outstanding Explorer contributions to air defense is that of inspiration. By example, these young Americans are showing others how to serve; that busy people can find time; that most people only think they are too busy to give a

couple of hours a week for firmer assurance that their homes will be safe.

They're mindfully alert to the fact that H-bombs aren't made to move the machinery of peace, that super-jet intercontinental bombers aren't built to carry ambassadors of good will, and that a nation whose leaders are mad with ambition to spread world communism is not likely to regain its sanity unless faced with a deterrent powerful enough to shake it into its senses.

Explorer Scouts everywhere are joining their fellow citizens in helping to build such a deterrent.

"I will work to preserve our American heritage. . . ."



Explorer Jim Caldwell of Glens Ferry, Idaho, a GOC observer, demonstrates observing technique at a McCall, Idaho, summer encampment.



Explorers Mendell Ward (left) and Bill Francis plot aircraft flash calls from posts at Boise filter center. Board was locally built.

CROSS COUNTRY REPORT

"Family Day" for 459th TCW

The 459th Trp Carp Wg (R), known as the Congressional Wing, held its first "Family Day" at Andrews AFB, Md., with Col. Ramsay D. Potts, Jr., commander, calling it a most successful venture.

While the various clubs on the base held open house, special displays of various airplanes drew large throngs of the reservists' families and friends. The USAF band played, and the USAF Drill Team put on a special exhibition. As a climax, the 500-man reserve wing passed in review before the distinguished invited guests.

☆☆☆

A Matter of "Firsts"

Following is an excerpt from a letter received by the editor, who sagely withheld any comment:

"Without (much) malice or intent of embarrassing our fellow Air Reservists in Springfield, Mass., or Denver, Colo., both locales claiming 'firsts' in the conduct of management courses for the Air Reserve (The *Air Reservist*, September and November issues), please convey to them our congratulations.

"For the record: A course in Advanced Management was inaugurated at the Seattle (Wash.) AResC (2648th) on 30 July 1955 and completed on 4 August 1956. (Springfield, claiming its 'first' began the course in June 1956, and Denver, the latter part of April 1956)." (Signed) Bruce E. Penny, Maj., AFRes, ISO, 9086th ARGp.

☆☆☆

Bank Receives DOD Reserve Award

The first bank in the country to receive the Department of Defense Reserve Award was given The Provident Institute for Savings of Boston, Mass., for "outstanding cooperation with reservists and reserve activities."

The award stated, in part, that the bank "has encouraged its employees to participate in reserve activities by such cooperative policies as: providing leaves with pay while on reserve duty, providing immunity from loss of seniority rights during active duty tours, and providing off-duty time with pay to

attend reserve activities."

Among those attending the award ceremonies was Col. Eugene A. Hidden, commandant, 2609th AResC of Boston.

☆☆☆

Meaty Story from Michigan

Capt. Henry E. Eckhart, jet maintenance officer of the 127th Air Defense Wing, Michigan ANG, at Detroit-Wayne Major Airport, has an additional duty. He's in charge of the Wing's livestock, namely a "shaggy and somewhat belligerent female" buffalo.

The animal is a gift from the wing commander, Brig. Gen. Budd Marks, who bought it from the Government. It will become the main course for the men of the 127th when their new mess hall opens next month.

So as the buffalo roams, under the guiding eye of Capt. Eckhart, so do the Wing's cooks—in search of recipes.

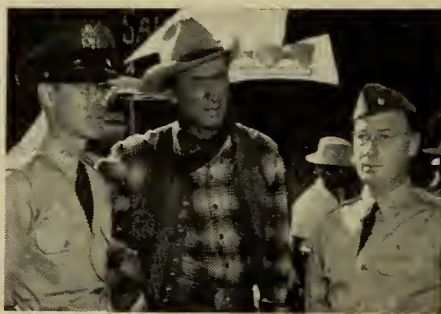
☆☆☆

Reservists Visit Movie Set

Members of Flt C, 9768th ARSq of Durango, Colo., visited movie star Jimmy Stewart, who also is a colonel in the AFRes, at a nearby mountain location set at Silverton.

Maj. John Brockish, squadron commander, and Capt. Robert Blumstrom, training officer, spoke with Mr. Stewart at length on AFRes matters.

"I believe very strongly," Mr. Stewart said, "that the AFRes is of tremendous importance to the whole military establishment. I believe that the reserve officer has a responsibility not only to keep up his training but also to be an educator to members of his community as to the importance of air power."



Movie star Jimmy Stewart chats with Maj. John Brockish, sq. cmdr (r) and Capt. Bob Blumstrom

Reserve Roundup

The 2618th AResC of Springfield, Mass., received its charter for organizing and sponsoring Air Explorer Sq #8 with Capt Roy Ferrel as advisor. . . Members of the 106th Bomber Wg NYANG, were a bit surprised when T/Sgt. Pete Romano reported for duty on Veterans Day for he came on crutches. He suffered a broken leg and it was still in a cast . . . Col. Raymond L. Jablonski, cmdr, M & S. Gp, 51 Trp Carr Wg of Wilmington, Del., will retire the end of this month after nearly 40 years military service . . . Some 250 high ranking officers from 186 colleges and universities attended the Air University's Joint Conference of Professors of Air Science at Maxwell AFB late last November.

The 9648th ARSq of Joliet, Ill., won "high team" award in the Military Reserve Division during the Joliet-Wil County Community Chest Drive. . . Three First Army officers traveled to Mitchel AFB recently to observe ConAC's Air Reserve motivation program and discuss techniques and procedures designed to aid reserve recruiters in their work. . . S/Sgt. Julio (Chico) Becerras' record of 100% attendance over 3 1/2 years' participation in the reserves earned him the Airman of the Year honors at the 9865th AResC of Wharton, Texas. . . Cadets of the Stanford U's AFROTC traveled to Castle AFB recently to get a close look at a B-52 "Stratofortress". . . The parents of Capt. Iven C. Kinchelee, Jr., who holds the world's altitude record were honored by members of the 9125th ARGp of Grand Rapids, Mich., at a premier showing of the AF sponsored film, "Toward the Unknown". . .



Becerras

Lt. Gen. Frank F. Everest, dep c/s for operations, USAF, visited the Indiana ANG at Hulman Field, Terre Haute. . . Twenty-two members of the 9166th ARGp and the 9810th ARSq of Harlingen, Texas, received the Armed Forces Reserve Medal at a joint meeting. . . Miss Gloria Talbot was made an honorary colonel of the 9352d ARSq of Glendale, Calif., during that city's Golden Jubilee celebration. . . Cadet pledges of the Arnold Air Society of N. C. State College, in lieu of a hazing, were required to bring to their initiation one toy airplane and one can of food for Raleigh's needy families.

Pentagraphs

Awards: The Department of Defense has presented Reserve Awards to 90-some companies, individuals or communities since the inception of the program a year-and-a-half ago. During this time AF reservists have made relatively few recommendations that their employers and companies be recognized. If these individuals or organizations do not wish to be recommended, that is all well and good. But there have been cases where Reserve Awards were presented on the recommendations of reservists from the sister services to companies employing just as many, if not more, AF reservists. In these cases the AFRes has been negligent in fostering good community relations and in developing strong support for the AFRes program. If the employer gives generous support to the Reserves, he deserves a nomination for the award. To make the recommendation is a simple matter. AFR 45-44, *Department of Defense Reserve Award*, dated December 1955, gives all the particulars.

☆☆☆
AFROTC and the 6-month program: It is generally known that young men between the ages of 17 and 18½ can volunteer for six months of active duty for training in the AF and then serve out the remaining 7½ years of their military obligation in the Reserve. However, a limited few non-prior service AFROTC graduates, who are in excess of active duty requirements, may also participate in the 6-month program. When an AFROTC cadet signs the advanced course contract (containing his agreement to apply for flight training upon completion of the course and commissioning), he must be physically fit for such training. Sometimes, prior to graduation, a cadet drops from qualification due to a physical impairment but is still eligible for general service. If he is otherwise qualified for a commission involving non-rated duties but the Air Force has no requirement for him on active duty, what happens to him? The answer is the 6-month program. Upon graduation and with his consent he enters active duty training as a second lieutenant and is bound by the same participation requirements that pertain to the 17-18½-year-olds. If he does not choose the program, he will be liable for Selective Service action upon graduation. It must be stressed, however, that no student will be enrolled in AFROTC specifically to qualify for this program. It is an alternative only for those men who, through no fault of their own, cannot complete the bargain they made in good faith with the AF. The authority for this will be in a new regulation, *Six Months Active Duty Training for Ready Reserve Assignment*, to be published about Jan. 15.

☆☆☆
Battle Hymn, the Dean Hess story, will be released to the local movie houses in March but *The Air Reservist* will review it in the next issue. Aside from being the courageous story of a minister turned fighter pilot, most movie-goers will experience keen satisfaction upon knowing that all the proceeds from the sale of the story rights go to "HOPE, Inc.," Wash., D.C. This is a non-profit organization established for the purpose of supporting the Korean orphanage that Col. Hess helped to found, and orphans of any war-torn countries.

Servicemen's and Veterans' Survivor Benefits Act of 1956 (Public Law 881) changes many of the aspects of casualty services to the next of kin. During this month the AF will distribute a revision to AFR 30-12, *Casualty Assistance*, which outlines AF responsibilities with regard to NOK (next of kin). It is also publishing an Information Pamphlet, *Benefits for NOK and Dependents of Deceased and Missing Air Force Personnel*; a revision to AFR 35-67, *Line of Duty and Misconduct Determination and Investigation*; a change to AFR 30-11, *Casualty Reporting and Notification*, with emphasis on its applicability to the AFRes and the ANG; and a revision to AFR 35-58, *Record of Emergency Data—DD Form 93*, also with emphasis on how the regulation applies to the AFRes and the ANG.

☆☆☆
National Guard seeks talent: That's right! The National Guard *News Letter* has advised all its units in the field, including the ANG, that it is looking for interesting personages with talents, hobbies, skills or past experiences that may qualify them for appearances on network TV shows, such as Ed Sullivan's, Arthur Godfrey's, What's My Line, This Is Your Life and Groucho Marx. Some of the talent may appear on local TV shows and, of course, there is always the possibility for magazine and newspaper feature articles. Units and individuals who believe they have such talent, or know where it can be obtained in Guard units, should contact the Chief, Information Office, National Guard Bureau, Room 3E-188, Pentagon, Wash. 25, D. C.

☆☆☆
With reference to the December *Pentagraph* item re WWII vets getting an extension until July 25, 1958 for GI loans, the paragraph went on to state that an applicant must request his Certificate of Eligibility from the VA by this date but has until July 25, 1959 to negotiate the actual loan from the lending agency. VA, however, relays that the loan application *has to be received* from the lender on or before that date.

☆☆☆
The Ricks Memorial Trophy Event, the ANG's annual cross-country test of men and planes, will take place in the latter part of July or early August. The planes, F-84F's, will take off from Fresno, Calif., and set down in Washington, D.C. This will be the longest course ever flown in the Ricks Event.

☆☆☆
The List of Critical Occupations listed in AFP 45-1-2 (Nov. PENTAGRAPHS) has been in AFR 45-17, *Screening and Annual Survey of Air Force Reserve Personnel*, since its revision in June 1956. In addition, this regulation lists the critical military occupations. The ANG, to supplement it for its personnel, published ANGR 35-03, *Screening and Annual Survey of Air National Guard Personnel*, on Oct. 22, 1956, which also lists the critical civilian and military occupations. Under both of these regulations Reserves of the Air Force holding sensitive occupations may be transferred involuntarily from the ANG or the Ready Reserve into the Standby Reserve. If a man is frozen in his civilian job on D-Day because it is essential to the war effort, he will not be available for immediate military duty. This being the case, he could not be an ANGman or Ready Reservist in the true sense of being "Ready."

☆☆☆
AFR 45-10, Air Force Reserve Inactive Duty Training Pay and Allowances, is undergoing revision and should be in the field shortly. It will incorporate all the message changes that Hq USAF has previously sent to the major commands.

pictures of the month



Maj. Malcolm G. Strotford proudly accepts Command Pilot wings from his wife, Lewonno, while his three daughters look on. Maj. Strotford is the first pilot not on active duty at Norton AFB to receive them.



Some 130 billboard posters like the one above (arrow) are on display throughout New York to aid recruiting for the N. Y. ARSsC. This one hangs high over the world's busiest corner—Times Square.



A highlight of Knoxville's (Tenn.) "Air Force Reserve Week" was the crowning of a "Queen." Above, Miss Foye Stonford, "1957 Tennessee Air Reserve Queen," is shown with the city's mayor, Jock W. Donce.

HERE'S BILL JACKSON ... A SUCCESS TWO WAYS!

Bill Jackson came home from the Air Force, skilled in the tools of modern airpower...
Bill found a job in the booming building industry. His progress has been steady... the last house he built was his own!
Somehow, though, he felt something was missing. Maybe it was the powerful roar of an engine run-up... or how it feels to talk airman's talk.
Maybe it was that sense of "belonging" of being part of a fine group of guys working together on a great Air Force team.
And then he did what thousands of other men like him are doing.
He joined the Air Force Reserve!

Now he's part of the team again... Content that he's doing two big jobs... happy to be among those trained Air Force veterans who stand ready to lend a hand in the business of defense.

For information about YOUR place in the Air Force Reserve, call, write or visit

NAME, ADDRESS AND PHONE NO. OF RESERVE UNIT



One of the latest in a series of recruiting posters sent out by ConAC OIC to all numbered AResC's and AFRC's in the nation, as well as to the HQ of all numbered AF's in ConAC. Three posters in three sizes were sent out.

THE AIR

Reservist

FEBRUARY 1957



SCRAMBLE!
see page 12



THE AIR RESERVIST

VOL. IX NO. 2

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AIR FORCE ROTC • CIVIL AIR PATROL
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CONTENTS

| | |
|-----------------------------|----|
| "Battle Hymn" | 5 |
| Semper Paratus | 6 |
| Rescue | 8 |
| Mail Bag | 10 |
| Scramble! | 12 |
| Cross Country | 14 |
| Pentagraphs | 15 |
| Pictures of the Month | 16 |

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget 15 July 1955.

COVER: The pressing of the alert button results in the Air Guard pilots dashing to their waiting aircraft. See "Scramble!" on page 12.

Gen. Stone Calls for All-Out Recruiting Of Non-Prior Servicemen For 6-Mth Plan

Lt. Gen. Charles B. Stone III, ConAC commander, has designated February as a period for an all-out intensified drive to recruit non-prior service personnel into the 6-month trainee program.

This program calls for 17 and 18½-year olds to be sent to active duty for training for six months and then to serve the remainder of their 8-year enlistments in Ready Reserve units.

Stress on Support

The general's letter to his field commanders stressed the following guide lines to stimulate the drive: full use be made of reservists and support personnel; at least one weekend training assembly be devoted to the all-out effort; special emphasis be devoted to the

February high school graduating class and the recruitment of support of veterans' organizations, local civic groups and the like.

Gen. Stone has requested all commands to exercise the closest personal supervision over all aspects of this drive. He has also asked that maximum publicity be obtained from all local media in order to lend special emphasis to the program and to take maximum advantage of publicity and public support that can be obtained during a short, concentrated effort.

The ConAC commander further stressed that it is essential for each command to achieve maximum increase in strength during the drive and that the allotted training quotas are filled.

THE BROKEN(ECI)RECORD

This Will Ring the Bell—Challenge of Col. Rishel!

Records, someone once commented—and what a sage person he was, indeed!—are made to be broken.

To start at the beginning, ECI aficionados will recall that in the December issue, a reservist made mention of the number of hours he had spent studying correspondence courses. The total was impressive. But not nearly as impressive as the contents of a number of letters which arrived soon after publication date.

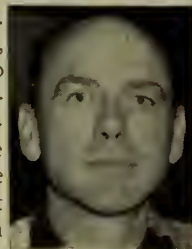
McCabe's Record Bettered

In last month's issue, a breakdown of the courses studied by Capt. F. A. McCabe, and his total hours, was published. These amounted to, according to the captain, 3,375 (he evidently didn't study arithmetic, though, for a recapitulation proved he gyped himself by 10 hours).

Capt. William H. Longenecker, Jr., a reservist from Coachella, Calif., submitted a record running from 1950 which showed a total of 5,876 hours!

BUT! Along comes a letter from

Col. Walter G. Rishel, AFRes, whose civilian job is civil defense administration liaison officer to the 58th Air Defense Division at Wright-Patterson AFB. His breakdown shows a total since 1953 of



Col. Rishel

3,648 hours!

Following his breakdown, the colonel adds: "I hope this doesn't bore you but to put a stop to this once and for all, I challenge all comers to better this record and if they do, in the same time period, I will pay them \$25." (Oct. 53-Jan. 57).

Col. Rishel's correspondence course cerebations:

| ECI Course | Hours |
|---------------------------------------|--------------------|
| Academic Instructor | 54 |
| Transportation Officer | 185 |
| Statistical Services Officer | 108 |
| Photographic Officer | 225 |
| Electronics Fundamentals Officer | 423 |
| Squadron Officer Course | 403 |
| Supply Officer | 126 |
| Air Weather Officer | 123 |
| Fire and Aircraft Reserve Officer | 150 |
| Air Electronics Officer | 195 |
| Intelligence Operations Specialist | 240 |
| Communications Officer | 432 |
| Command and Staff School | 407 |
| Total ECI | 3,077 |
| Sig Sch Radio & Television Series | 229 |
| Eng Sch Advanced Ext Course | 100 |
| Chem Corps Radiological Def Series | 110 |
| Indust Coll of Armed Forces Series | 132 |
| Total Other | 571 |
| GRAND TOTAL SINCE OCTOBER 1953 | 3,648 hours |



Evans consults with Mr. Robert Black of SPR's engineering division. Young engineers gain great experience working with trained civilians.

AF POWER brought with it a new era in engineering—an era as challenging and limitless as flight itself. Among the many outstanding opportunities for young engineers is with the U.S. Air Force, which is fully qualified to offer the graduate engineer a wealth of experience in its intensive design and construction program.

will be released at the end of their 2-year tours, unless they extend or apply for regular commissions.

Regardless of his length of AF duty, however, a young engineer will find himself a vital part of a complex, fast-moving organization, and involved in a very important engineering program. He will be required to play an essential role because present all-weather operations of aircraft at supersonic speeds have created the need for large, fully equipped ground installations.

Larger and stronger runways and aircraft parking aprons, technical training facilities, high speed refueling systems, ground equipment maintenance shops, weather stations and electronic devices capable of guiding aircraft safely through all types of weather to their destination, are now accepted requirements.

These, as well as non-technical facilities—such as housing, power plants, dining facilities, heating, hospitals, warehouses, administrative buildings, and the like—are just a few of the items required for operation of the modern AF. These are the things which Installations Engineers must plan and execute.

Several of the largest and among the most important AF bases are located in California. The expansion and maintenance of these installations, along with approximately 500 other major bases and 1,500 miscellaneous type facilities (bombing ranges, radar sites and weather stations), located around the world, is the huge task that is accomplished

OPPORTUNITIES UNLIMITED

Young engineers graduating from college with AFROTC work behind them, along with an active duty obligation, might well consider the AF installations engineering field. Requests to serve on AD within specific geographical areas are now considered favorably.

One such engineering office is the USAF Installations representative Office, South Pacific Region, in San Francisco, Calif. This office has the responsibility of monitoring AF construction activities in California, Arizona, Utah and Nevada. The current AF construction program for the region is valued at approximately \$500 million.

Typical of the AFROTC engineers are two Californians assigned last year to the South Pacific regional office. They are Lts. Leonard T. Evans and Vincent D. Cook. Lt. Evans, an engineering major at Stanford, received his BS degree in civil engineering June 1955, as well as his AF commission.

Lt. Cook, a Loyola U of Los Angeles alumnus, also received his BS degree in civil engineering and commission during the same period. Both hold reserve commissions and

under the direction of AF installations engineers.

The shortage of engineers is most acutely felt in the uniformed ranks of the AF. The opportunity for gaining experience and advancing in engineering and its associated fields is limited only by the initiative of the individual concerned. Yet the tasks are increasing faster than engineers.

Should any young engineer wish to make the AF a career and seek a regular commission, he can be assured that the AF is working constantly to attract and hold the high-quality young men required to build and operate these installations.

A career program for the young officer has been planned and established to aid his progress from his initial assignment up through command and staff work. Through his career, education in various phases is provided.

Lt. Gerald T. Dantzler, another engineering graduate with the SPR office, is a career officer who feels he has chosen his field well. A June 1955 graduate of the U.S. Naval Academy, he plans to make the service his career.

see ENGINEERS page 11



AF engineers supervise construction of thousands of unique facilities. Here, a precast, post-tensioned girder is put in place at Hill AFB, Utah.

New runway at Edwards AFB, constructed by AF engineers, is three miles long. In the foreground is SAC's transcontinental bomber, the B-36.



RABBITS, as every schoolboy surely knows, have a remarkable proclivity for multiplication. Which fact came as a brainstorm to M/Sgt. Jett Alexander, a member of the 115th Air Defense Gp, Wisconsin ANG, at Madison, when that unit launched a recruiting drive.

Well, now, he reasoned, if rabbits can increase their own species so effectively, why can't we get them to aid us? Not by direct enlistment, of course, but what if . . . ?

The sergeant went to see Lt. Col. "Ollie" Ryerson to outline his "Operation Rabbit."

The procedure was simple. Each of the five units in the group was to be given a rabbit. These were to go to each of the first sergeants "to have and to hold" until they signed up a recruit. The remaining members of each unit held a drawing and the furry little friends were moved down the line according to how their names came out of the hat (a somewhat novel way to pull a rabbit out of a hat, but in recruiting, almost anything goes).

It certainly doesn't take too much imagination to realize that there was some remarkable bit of recruiting

RABID RECRUITS

in the Madison district, for one and all had been warned that these rabbits might well be *enciente* and thus begin crowding out members of the household before the proper enlistment papers could be signed.

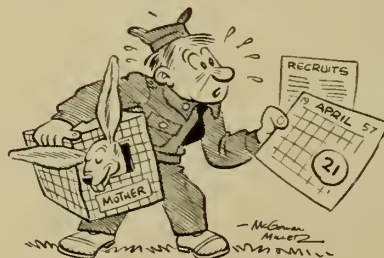
As a matter of fact, one "first," M/Sgt. Al Winter, recruited his own son, Bill. Another is in a different dilemma—his kids have adopted the rabbit as a pet and now even if he does "bag a boy," he'll have to replace said pet.

Some of the more enthusiastic members of the 115th thought the entire operation would go much faster if the rabbits were replaced with goats. The idea was discounted, however, because some of the men live in apartments.

"A rabbit could be laughed off," explained Sgt. Alexander, "but a landlord would have to have a pretty good sense of humor and no sense of smell in order to allow a goat into an apartment."

"Besides," he added, "the colonel said 'no.'"

But with all the joking and kidding, "Operation Rabbit" is a suc-



cess. At last report, no less than 28 new men entered the group since the drive started.

Yes, as every schoolboy surely knows, rabbits have a remarkable proclivity for multiplication!

(Cartoons were drawn by MacGowan Miller, a nationally syndicated cartoonist with King Features and an AFRes major with the N.Y. Info Flight.)

85th Congress to Decide On New Reserve Benefits

All Air Reservists will be keenly interested in the way the currently meeting 85th Congress will decide on the host of military bills which already have been, or soon will be, brought before it.

Some 70 different items were to be included in the package with special emphasis on pay, promotions, educational opportunities, uniform allowances, reserve benefits and disability retirements.

Proposed Laws

The following roundup of the proposed laws, with a brief synopsis of each is of particular concern to the reservist:

Reserve Officers' Uniform Allowance. This bill would authorize reserve officers to combine service in the National Guard of the U.S. and the Army Reserve or the Air National Guard and the AF Reserve in computing the four years of satisfactory Federal service necessary to qualify for the uniform allowance authorized in the 1952 Armed Forces Reserve Act (section 243(b)).

Travel Pay for Reservists. Grant payment of travel and transportation allowances to reservists who were retired, placed in a temporary disability list, or discharged before 11 Aug. 1955, who could not travel within one year after such action, and who do perform that travel within one year after release from a hospital or termination of medical treatment.

Changes in Career Compensation Act. These changes would include authorization for reservists to draw basic pay for travel time to and from active duty, and those being released from active duty to be paid the allowance prior to departure from last duty station; authorization for per diem allowance for reservists away from home on special temporary duty and authorization for benefits for reservists ordered to active duty for training for more than 30 days, if injured travelling to and from such duty.

Early Mustering Out Pay. Authorize payment of mustering out pay to members of the Armed Forces at the time of discharge or release from active duty for the purpose of enlistment, reenlistment, or appointment in a reserve component. Present law provides for mustering out pay only on final discharge or relief from active duty, or until the member is discharged to enlist or be appointed in a Regular component of the Armed Forces.

"Sentinels in the Air" Film Cleared for Public Showing

The 15-minute film, "Sentinels in the Air," which graphically depicts an alert training sequence by an Air National Guard unit at Marietta AFB, Ga., has been cleared for public showing on a

non-profit basis, ConAC announced.

Units wishing to show this film, either during their own training periods, on TV, or before veterans' groups and other organizations, should contact their nearest area film exchange. It is recommended that the film be obtained on a long-term basis.



(Pictured are scenes from the Universal-International film. Rock Hudson portrays Col. Dean Hess in principal role.)



"BATTLE HYMN" is an inspiring motion picture of a WWII fighter pilot who left his pulpit to resume his military flying during the Korean hostilities.

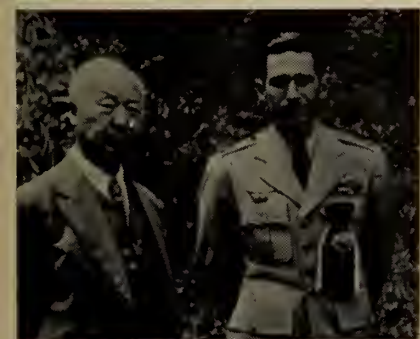
The fighter pilot is Col. Dean Hess (now stationed in the Pentagon), who earned many accolades—not only as an airman serving his country—but one who served humanity by rescuing thousands of Korean war orphans from the communists.

The film will have its premiere the 14th of this month in Marietta, Ohio, where Hess was a Protestant minister.

Although he flew more than 300 combat missions over Germany and Korea, the well-decorated colonel is best remembered for his organization of the now-famed airlift in which the orphans were flown to safety on Cheju Island, where he established a permanent home for the children.

Decorated by President Syngman Rhee for his heroic and humanitarian efforts, Hess has contributed to the orphanage all monies earned on movie rights. He acted as technical adviser, as well as being in command of all operational aircraft for the film—even to the extent of flying in combat scenes.

"Battle Hymn," which factually depicts his Korean exploits, is an exceptionally warm and moving story—a touching tribute to a selfless and remarkable man.



Col. Hess has just received the Korean Order of Merit from Pres. Syngman Rhee, June 1951.



These legal reservists are . . .

Semper Paratus

. . . "always ready."

by Lt. Col. Franklin Hibel

ONE word best sums up the Air Force's JAG program: *selectivity*.

JAG—to the possible uninitiated few—means judge advocate general. Approximately 1,200 lawyer-reservists staff some 98 legal units, nationwide. Just about the same number of officers are on active duty in the AF's legal department and over two-thirds are reservists on EAD.

And all are selected.

Maj. Gen. Reginald C. Harmon, USAF's judge advocate general, has always maintained an intensive interest in the JAG reservists. When the AF became a separate entity, he practically hand-picked each JAG destined for the AFRes.

When the program became too large for personal selectivity, he set up the current criteria under which these lawyer-reservists are chosen in ConAC. The resultant quality in men has been most gratifying.

Gen. Harmon's concept of what might happen in the event of a major emergency is that there would not be sufficient time to train the men to do the job.

"The legal flight is the backbone of the JAGD Reserve Program," the general said. "Through this method of specialized professional training, reserve officer-lawyers are now being thoroughly trained in the broad field of military law so that, in the event of necessity, they can be called upon for active service with an absolute minimum of training and orientation."

The realistic program paid off so handsomely that the JAGD is now in the enviable position whereby its reservists



Lt. Robert Kelsey, law student, poses in Harvard Law School with statue of Joseph Story, early Supreme Court justice and Harvard law professor.

can be called to AD at a moment's notice. And with maximum effect.

"In addition," Gen. Harmon added, "each officer engaged in specialized training, who has found it possible to spare the time from his civilian practice, has visited this headquarters and become acquainted with its functions and operation."

"The result of this entire program is now evident. The AF has presently available, in reserve, a trained legal staff that can be called upon to augment the active duty organization when required."

Such a trained staff as Gen. Harmon discussed can be found in the Cambridge, Mass., JAG reserve unit, one of the most active in the program.

Three miles from the heart of Boston, Cambridge is the foremost educational center of the U.S. It is the locale for the legal flight of the 9220th Air Reserve Sq, which is assigned to the Boston Air Reserve Center, commanded by Col. Eugene A. Hidden. Twenty members of the squadron are practicing attorneys and 40 are law students.

24 Meetings Annually

The Cambridge JAG reservists meet 24 times each year in a classroom at the Massachusetts Institute of Technology. As a result of increased emphasis on enlargement of the JAG reserve training program, the unit was formed early in 1954, along with 10 other flights.

Original designation was Flight D, 9230th ARSq. A year ago, the numerical designation was changed to the 9232d when the flight reached maximum strength. It was activated as a squadron within which is the legal flight. Last month, the numerical designation became the 9220th.

The old VARTU JAG units were phased out in 1953 and the specialized training, or professional flight, entered the picture. The Cambridge unit is a case in point, never having been actually designated a specialized training flight—a mere formality.

A legal flight, such as Cambridge's, has been training in military legal matters with courses prepared in USAF's JAGD. Distributed by ConAC, these courses are completely



←Lt. Cols. Gillis (l), squadron commander, and Bohan, training officer.

professional, kept up-to-date, and are supplemented by a complete military library.

The realistic training course is also supplemented by a 3-day trip to Washington, D.C., as the guests of the JAGD. The Cambridge legal unit made such a trip last year. The lawyer-reservists, airlifted by ConAC planes, are met by a JAGD representative who conducts them throughout the entire tour.

Billeted at Bolling AFB on a Sunday, those eligible are admitted, the following day, to practice before the U.S. Supreme Court and the U.S. Court of Military Appeals. On the agenda for Tuesday is a complete briefing by Gen. Harmon and Maj. Gen. Albert M. Kuhfeld, USAF asst JAG. The reservists then tour all offices within the AF legal department with accompanying briefing on functions by directors and division chiefs.

Admissions to Supreme Court

Wednesday is taken up with a briefing in the Department of Justice, after which the lawyers are escorted through the FBI. Points of interest in and around Washington complete the visitation and they are flown back on Thursday.

The project was initiated in October 1953. To date, over 1,100 officers have made the trip, with close to 900 admissions to the U.S. Supreme Court.

It's a well-rounded indoctrination, further emphasizing the selectivity tag, and one that makes these officer-lawyers a valuable potential to the JAGD and the AF.

The Cambridge squadron's reservists are professionals of top caliber, with military and civilian legal "know-how." Lt. Col. Alexander J. Gillis, commander, served in North Africa and the Middle East. He is a corporation counsel for the City of Boston.

Lt. Col. John J. Gardner, executive officer, a member of the reserve since 1938, is in private practice. He has been an attorney, specializing in corporation law, since 1931.

The important slot of training officer is filled by one of Boston's most able lawyers, Lt. Col. John J. Bohan. Commissioned in 1942, he served with the 9AF in England and was in on the Normandy invasion. He went back to private practice after WWII, but was recalled in June 1951.

After four months at Eastern Air Defense Force, he became judge advocate of the 7100th Support Wing Hq, U.S. Air Forces in Europe, headquartered in Wiesbaden, Germany.

The Cambridge unit's training officer is assistant adjudication officer for the Boston Regional Office of the VA. He supervises processing of disability claims, determining whether widows are entitled to benefits.



Boston's Moyor Hynes adjusts flight cop of pretty Carol Davis, selected as "Miss Military Justice of Boston." Lt. Col. Bohan beams approvingly.

The squadron's personnel officer, Capt. Francis R. Dobrowski, is also a Boston corporate counsel for the City of Boston.

There are other prominent JAG reservists, such as Capt. John J. Campbell, a representative in the Massachusetts State Legislature. Specializing in criminal cases, he was selected as one of the 10 outstanding freshman legislators in the state.

The 40 law students are all officers, having received prior commissions through ROTC, Aviation Cadets, and OCS. They will be bona fide lawyer-reservists upon graduation and when they pass the bar. More than half of these students attend Harvard Law School in Cambridge. Others go to Boston University and Suffolk U.

The high number of law students in the unit came as a result of the efforts, last August and September, by Lt. Robert L. Kelsey, a third year Harvard law student, and S/Sgt. Gerald R. Rodman, the squadron's highly efficient liaison NCO. They recruited 35 men to the squadron by setting up recruiting desks at the various universities within the Cambridge area.

One of the strongest advocates of the judge advocates is no

see SEMPER page 11

L to r: Lts. Thomas Toylor, Gerold Plotkin, and Robert Kelsey, Harvard law students, in the courtroom library.

Lawyer-reservists of the Cambridge JAG squadron attend a training session in a Moss. Inst. of Technology classroom, where they meet 24 times each year.



by Fred Giachino

The 301st Inherits A Lofty Tradition

MERCY! That is the pulsating mission of the 301st Air Rescue Squadron.

The nation's first AFRes rescue unit, activated the past summer at Miami International Airport, Fla., is fastidiously training itself to save lives. Eventual accomplishments will be both dramatic and spectacular—unavoidable embellishments where aerial search and rescue are involved.

Its parent, the Air Rescue Service, demonstrated its worth beyond disclaim—notably in the Korean conflict. Still, its numerous "saves" of downed flyers are vastly outnumbered by emergency rescues arising from such natural disasters as earthquakes, avalanches and floods. Not always a solo outfit, the Air Rescue Service further conspired in emergency rescues where "teamwork" with other civil agencies—such as Civil Air Patrol—contributed to the salvation of injured, sick or lost persons from isolated areas.

This then is the inheritance of the 301st. The lofty tradition of saving lives in peace as well as war.

Naturally, such capabilities on a major scale are still in the offing for the newly formed reserve rescue unit. As a matter of fact, the 301st is now indulging in postbirth tremors, recruiting and training from a highly selective group; the recruits, in turn, recruiting and training fledgling reinforcements. Nonetheless, the operational target date for its flight crews is August 30, 1957.

Under the command of Lt. Col. Joseph A. Ferrarese, the 301st will eventually be manned by a complement of 96 enlisted men and 26 officers. Its present strength approximates 20 officers and 49 airmen. Colonel Ferrarese, who spent much of WWII ferrying C-54's across the North Atlantic, has been an airline pilot and, during the past nine years, an Aviation Safety Agent with the International Region of CAA.

The 301st commander sums up the current status of his unit thusly:

"For a reserve squadron training one weekend each month, achievement of combat ready status is a big order. Obstacles in accomplishing this objective are numerous, but not insurmountable. Recruitment of qualified airmen in the lower grades is the biggest headache. It seems that every available airman is either a tech or master sergeant.

"To stimulate recruitment, we are resorting to various

"Survivor" in raft being rescued as crew of nation's first AFRes rescue unit shows its capabilities during realistic training drill.



media of advertising, such as the newspapers, radio, television, automobile bumper stickers, and, of course, personal contact. Only time will tell how successful these efforts have been.

"We have made considerable progress in the transition phase of training. Several of our aircraft commanders have completed this phase at the SA-16 Amphibious Training School at Palm Beach AFB. The other pilots are participating in our local ground and flight training program."

Fortunately, the 301st is rich in support and in the potential of its personnel. The support guarantees the necessary logistics; the personnel guarantee rapid strides in the accomplishment of the Air Rescue mission. Support transcends Continental Air Command cursively through 14AF and the unit's responsible landlord, the 2585th Air Reserve Flying Center.

Col. G. R. Montgomery, commander of the 2585th, has committed his staff to all-out support in all phases of the 301st operations within the capabilities of the Center. This, however, does not alleviate equal responsibility on the part of the 301st for its own recruiting and training.

Air Rescue Service is acting in an advisory capacity for the new unit. It is the gaining command for all Air Reserve rescue squadrons in the event of national emergency and, therefore, has a natural interest in the problems of such units. Since the 301st, there have been two other activations. These were the 302d at Williams AFB, Ariz., and the 303d at Long Beach AFB, Calif. However, it will be some time before these units become operational.

Brig. Gen. Thomas J. DuBose, commander of the Air Rescue Service, is enthused over the formation of the reserve rescue units. Following the activation of the first unit, he stated:

"I believe that the 301st constitutes an important military addition to the Florida area and to Air Rescue Forces currently available in the United States. I wish them well and

Sgt. George Teeters (1) welcomes S/Sgt. Charles Thompson aboard after brief excursion in rubber raft. Navy crash boat hovers in background.

ow that they will serve the Air Force and their country with credit."

The service Gen. DuBose speaks of may come sooner than expected. During the past year, ConAC was named Federal Coordinator for all search and rescue activities within the nation's inland regions. The responsibility for coordination of these activities within the U.S. was designated to the Air Force by the President's Air Coordination Committee.

Lt. Gen. Charles B. Stone III, ConAC commander, recently explained the program:

"The Committee envisaged a national network of all agencies possessing a search and rescue capability cooperating to give assistance to military and non-military persons in distress."

In his detailed briefing explaining the workings of the new search and rescue (SAR), Gen. Stone indicated that the country will be divided into sub-regions, districts and areas with SAR Coordination Centers to be established at each level of responsibility.

The 301st is not expected to contribute heavily or immediately to the plan, but it could become an important adjunct once it achieves operational readiness. The ConAC

Commander has been empowered to use any or all air rescue units as needed. This indicates the use of all military and civilian agencies—federal, state and local—and integrating their search and rescue capabilities into one cohesive unit. Thus the 301st, 302d and 303d may figure prominently along with the National Guard, CAP and other prototype groups in eventual assistance where distress strikes persons in property.

Members of these newly activated squadrons are undergoing 48 regularly scheduled, plus an additional 36 flight training drill periods annually. These drills must also be supplemented each year by the usual 2-week active duty tour.

The 301st currently is equipped with four of the Grumman Albatross SA-16's—no helicopters. The Albatross, powered by twin 1425-horsepower Wright engines, is very popular with both pilot and crew. It rides as comfortably as a billowy cloud and maneuvers surprisingly for its size. The SA-16 calls for a 6-man crew and is designed to operate in lakes, rivers, coastal waters and open sea as well as from short unprepared runways and can be modified to operate from ice and snow.

We were privileged to accompany the 301st on a training hunt over and onto Biscayne Bay which overlooks the beautiful Miami Beach playground.

Given the full treatment, replete with short field take-offs and landings on terra firma and landings onto the light swells of the Bay, plus the feel of a rubber raft and crash boat beneath our feet, we had to be impressed by the show—but when, it was expected. In addition to the natural drama of the situation, we were piloted by Capt. Jack Woodyard who, in July 1954, rescued nine survivors of a Cathay-Pacific airliner which was shot down by communist planes off Hainan Island, while en route to Hong Kong.

Woodyard, constantly threatened by Red fighter planes, courageously plowed the nose of his Albatross through

12-foot waves and effected the rescue.

Today, Capt. Woodyard is an instructor pilot with the Amphibious Training School. He was recently assigned TDY to the 301st to assist in the pilot check-out program. His personal attention to our inquiries gave us a better insight into the workings of Air Rescue units.

Although the squadron is composed of selective personnel, it boasts of only two SA-16 ex-rescue pilots on its "citizen-airmen" list. These are Lt. David Guminski and Capt. Harry Seigler, both of whom served during the Korean incident. As a matter of fact, Guminski flew co-pilot for Seigler—but times do change. Guminski, who stayed for a time after Seigler left active service, was able to keep up with modern techniques and proficiency. At present, Guminski is check-out air-craft commander, while Seigler had not completed his check-out at this writing. There are also two "old" type rescue pilots who used helicopters and B-29's instead of the SA-16.

Despite its early difficulties, the morale and esprit of the 301st are exceedingly high. Its members are proud to be part of this unit and particularly proud of their heritage. They like being part of a "team" which proves beyond doubt that the United States Air Force prefers to expend its power for mercy—not destruction.



Lts. Baumwald and Guminski (left) of 301st check water landing procedures with instructor pilot Capt. Woodyard before training flight.



Lt. Col. Ferrarase explains 301st's activities to Gen. Connelley, E. L. Mason on activation day. Col. Montgomery, ARS, and others.



MAIL BAG

Dear Editor:

My commission was terminated on Jan. 18, 1956. I have since moved and the AFRes squadron nearby has a vacancy for me. I would like to receive the necessary papers to reinstate my commission.

OR
St. Paul, Minn.

There are no provisions under current directives for reinstatement of a properly terminated commission. Direct appointments within provisions of AFM 36-5, 1 July 1955, are currently limited to the medical, dental, legal and chaplain career fields. When the appointment program is expanded, complete information will be disseminated.

Dear Editor:

My 5-year term appointment was terminated on May 20, 1956. I have received orders but not a discharge certificate to date. How do I obtain this certificate?

ALG
Wheeling, W. Va.

Separation certificates are not issued upon expiration of term of appointment. The order announcing termination is the only notice you will receive.

Dear Editor:

Why is my first name abbreviated on mail that I receive?

JK
Detroit, Mich.

Mailing labels are prepared from punch card address files maintained at the ARRC. Space for recording names is limited to 18 positions, including the spaces between the last and first names and middle initial. To record a name that exceeds the 18-space limit, only so much of the first name is recorded as will permit inclusion of last name and middle initial. For example: Montgomery, William H. will appear as Montgomery, Willi H.

Dear Editor:

I've received notice I am a deferred officer. Will I again be considered for promotion, and if so, when?

JSJ
Tampa, Fla.

Yes, provided you were deferred the first time. You must be again considered by the next appropriate selection board. Generally, this selection board will be scheduled to convene approximately nine months to a year after you were initially considered but deferred.

Dear Editor:

I read recently that the practice of collecting a fee for a certificate in lieu of lost separation documents has been abolished. Is this correct?

ELS
Lexington, Ky.

Yes, all replacements of lost separation forms are furnished free to current members of the Armed Forces.

Dear Editor:

In 1952 I was transferred to the USAF Reserve Retired List because of being medically disqualified for general military service. Recently, my physical status was corrected through surgery. I now desire to re-enter the USAF Reserve as an active participant. How may this re-entry be accomplished?

RV
San Francisco, Calif.

You may request reassignment from the USAF Retired Reserve by submitting to the Air Adjutant General, Hq, USAF, conclusive proof that your physical disability no longer exists. This proof will be in the form of a completed medical examination together with a statement outlining the reasons for the original medical disqualification. Upon review and approval by the Surgeon General, USAF, you will be assigned to the NARS (Nonaffiliated Reserve Section).

BOOK REVIEW

NIGHT OF THE AIR by Maxwell A. Smith (Pageant)

A study of Antoine de Saint-Exupery, famed flyer, writer, as elicited from his works. The book includes considerable research into his life, as well as from personal associations with friends and relatives. The author, dean of the College of Liberal Arts, U of Chattanooga, writes in an easy-flowing perceptive manner. His account of Saint-Exupery's escapes and daring is copiously laced with quotes from the Frenchman's books.

Beginning with the subject's first airplane ride in 1911 (at age 11), through his mail-carrying experiences over the Sahara and the Andes, to the time of his death when, as a major in a French air squadron, he was shot down over the Mediterranean by the Germans, Saint-Ex displays the unmistakable courage of an aviation pioneer.

THE COMPLETE GUIDE FOR THE SERVICEMAN'S WIFE by Elizabeth Land and Lt. Col. Carroll V. Glines Jr. (Houghton Mifflin)

A highly informative, fact-filled book which covers every conceivable subject of interest to the wives of officers and airmen. Particularly helpful to the newly initiated, or new service wife, it spells out such important things-to-know as orders, leaves, and duty tours; pay, allowances, and insurance; overseas processing and duty; housing; medicare; military etiquette; and countless other items that will prove invaluable to the distaff side.

UNDER MY WINGS by Capt. Basil L. Rowe (Bobbs-Merrill)

The "flying-est" man in the world—Capt. Rowe's log shows he has flown a distance of 5,594,000 miles in 35,000 air hours (equivalent to more than 223 trips around the world)—writes an autobiography which literally runs the gamut of aviation history, from pre-WWI to post-Korea.

For veteran airmen, the book will bring many twinges of nostalgia; for the "jet jockeys," it will give them a new insight into what made these air pioneers tick. Well written and loaded with incidents, both humorous and hair-raising, Capt. Rowe's love of flying permeates every page.

SURVIVOR BENEFITS

-Portal to Portal Coverage

This is the second in a series prepared by the Joint Task Group on Survivor Benefits.

One of the new and broader benefits provided for survivors of reservists, not serving with the active forces, is commonly referred to as "portal to portal coverage." The reservist may ask, "What portal to portal coverage and under what conditions or circumstances are my survivors entitled to the protection provided?"

To answer this question, Section 2(6)(B) of Public Law 881 reads in part as follows:

"Any member of a Reserve component of a uniformed service—

- (i) who, when authorized, or required by competent authority assumes an obligation to perform active duty for training or inactive duty training; and
- (ii) who dies from an injury incurred on or after Jan. 1, 1957, by him while proceeding directly to or returning directly from such active duty for training or inactive duty training, as the case may be; or while proceeding directly to or returning directly from such active duty for training or inactive duty training, as the case may be, and entitled to basic pay at the time such injury was incurred."

This is a real gain for the reservist. For the first time in history he is extended survivor coverage while enroute to or from active duty for training or inactive duty training, including multiple training periods and weekend drills. His survivors are entitled to the 6-months death gratuity; the widow, children, and dependent parents are extended coverage under the "Dependency and Indemnity Compensation" provisions of the Act; and under certain conditions, are entitled to survivor benefits under Social Security.

Delays Jeopardize Benefits

To be fully protected by "portal to portal coverage," a reservist who dies from an injury must have incurred this injury while traveling directly to or returning directly from active duty for training or inactive duty training. Delays enroute in either direction may jeopardize the survivor's entitlement to benefits.

In making the determinations as to whether death was a result of an injury incurred while directly enroute to or from active duty for training, or inactive duty training, the appropriate Secretary

or Administrator of Veterans Affairs, for the benefits that they respectively administer, will take into consideration the following factors:

- (1) Whether member was authorized or required to perform such training; that is, was he complying with competent orders or authority;
- (2) the hour on which the member began to so proceed or return;
- (3) the hour on which he was scheduled to arrive for duty, or on which he ceased to perform such duty;
- (4) the method of travel employed;
- (5) his route to and from such training duty;
- (6) the manner in which travel was performed;
- (7) the immediate cause of death.

Just what do all these factors mean to a reservist on his way to training? In order not to jeopardize his survivor's compensation, he must be complying with competent orders and must be sure that there are absolutely no delays enroute either to or from his drill or other training. A few examples may help clarify these points.

Example 1. A reservist is ordered to 2-weeks' active duty for training. He is permitted to travel in his privately-owned automobile. He decides to leave his home prior to the effective date of the orders for the purpose of stopping over for a visit with friends, or a vacation. Should he have an accident prior to the effective date of his orders, and should he die as a result of such accident, he is not covered under the benefits of this Act. To assure coverage for his survivors, he must not depart from his home until the effective date of his orders.

Example 2. A reservist, under competent orders to participate in weekly drills, is enroute to the designated place of training. He is traveling in his privately-owned automobile and is proceeding directly to such place. It normally takes him an hour to drive the distance and he is due to report at 8 pm. He departs from his home at 7 pm, and while proceeding directly to the designated place, he is fatally injured as a result of an accident. If duty status is determined, he is covered under the benefits of this Act. However, should he have departed prior to the normal travel time, or should he have stopped for dinner or to see friends during such period, he may have jeopardized his coverage under the Act.

It is the responsibility of the reservist to insure that all injuries received during training, or while proceeding to or from training, are immediately reported to his reserve unit commander or other appropriate authority. An injury, which may appear to be minor when received, later could have fatal results.

REMEMBER—when a claim is filed alleging that the claimant is entitled to benefits by reason of this so-called "portal to portal coverage," the burden of proof is upon the claimant. Reserve members should be certain that they are in a "protected" status while traveling to and from duty. Should an injury occur, it should be reported immediately if possible and investigation should be made by appropriate authorities.

■ SEMPER from page 7

less a figure than Boston's popular Mayor John B. Hynes. A corporal in the old Air Service, WWI, and stationed at Bolling Field, he gives complete support to the area's Air Reservists.

"I have a deep interest and healthy regard for the AFRes," the personable mayor said. "We must have a strong reserve as a deterrent against any possible aggressor. The lawyer-reservists of the 922th ARSg are to be congratulated for their devotion to their country for they are contributing to the cause of peace."

A pleasant interlude in Mayor Hynes' busy schedule was created when Carol Ann Davis, a pretty blonde model in Boston, was selected by the Cambridge JAG unit as "Miss Military Justice of Boston."

Taking a cue from Gen. Harmon, the local JAG unit showed what selectivity really means! Mayor Hynes heartily endorsed Carol Ann's selection by personally naming her "Miss Military Justice" in behalf of his city's lawyer-reservists.

In reviewing the overall JAGD Reserve Program, Gen. Harmon emphasized: "The reserve officer-lawyers engaged in this program are a select group. Their demonstrated interest in the field of military law and their degree of participation in the training offered reaffirms my belief that the AF has not only one of the largest law offices in the world, but one of the best."

After taking a good look at the Cambridge outfit, we are convinced the general is so right!



■ ENGINEERS from page 3

He understands the unlimited opportunities in AF installations engineering work.

For example, an engineer might find himself planning such unprecedented structures as an experimental rocket test station, as the one at Edwards AFB, Calif.

So far as actual engineering experience is concerned, however, an engineer gets in on the ground floor of installations engineering at base level.

With a modesty seemingly out of proportion to their accomplishments, installations engineers are rarely heard from in the rapid growth of aviation. Regardless, the modern engineer is indispensable to the AF, and the enthusiastic enterprising and well-trained engineer is in demand.



SCRAMBLE!



SINCE *The Air Reservist's* previous report on the Air National Guard's "Air-alert" program (see "Dawn to Dusk," June 1955), the National Guard Bureau's AF Division has developed statistics which impressively illustrate its effectiveness.

The program, unique in America's peacetime military history, requires the Air Guard to maintain active-duty detachments to augment the Air Defense Command in certain strategically vital areas. Seventeen ANG squadrons were involved when it was begun experimentally in August of 1954, but it since has been expanded to include 20 fighter outfits plus the 109th Tactical Control & Warning Squadron on far-off Hawaii.

From its inception through October 31 last year, participating aircrews have been "scrambled" 19,761 times, have flown 47,880 hours under ADC control and have made 44,470 interceptions!

Many are "Dry Runs"

Maj. Gen. Winston P. Wilson, chief of the Guard Bureau's AF Division, is quick to point out that many of these interceptions have been "dry runs" which were made for training on known aircraft. However, a substantial percentage of them have been made against suspicious "friendlylies" which were violating the regulation procedures required of all aircraft penetrating our Air Defense Identification Zones.

All unidentified aircraft, in this day of super speeds and super weapons, must be presumed hostile until their intentions are definitely established. Under the circumstances, it is obvious that the Air Guard has relieved the regular AF of "at least that much" of its responsibilities and has spared more of its units for the long "night watch."

"We're very proud of this tactical contribution," Gen. Wilson said, "but we're even more pleased with still another result of the program.

"It provides extremely realistic training for our fighter crews in the performance of their assigned primary mission, air defense, and it has had a tremendous and obvious impact upon the state of our unit proficiency."

Gen. Wilson explained that participating pilots—five at a time in each detachment—and radar-observers in those

air-alert units equipped with two-seated interceptors—*are* not permitted to exceed 59 consecutive days on active duty.

"This time limit was established to avoid involvement with veterans' benefit laws, but it has proved a blessing.

"Because of it, we have had to rotate our pilots. With the 20 squadrons now engaged in the program, we have achieved almost 100 per cent air crew participation. These organizations have thus attained a combat capability which has exceeded our most optimistic expectations."

The general went on to explain that "equally obvious upon some reflection, is a by-product benefit we derive from the program. It provides training for ADC's radar operators and is a grimly realistic rehearsal for the Air Guard of its assigned M-day function, and more and more of its pilots are taking part in it."

Program Rotated Among Other Units

He said that during the last fiscal year, an average of 27 of them were involved per month, and to assure maximum possible participation, operational responsibility for the program and its conduct has been rotated among other units (eight in addition to the original 17) wherever and whenever tactical considerations have permitted.

It is the AC&W outfits that man the radar sites. Thus, on that vital island bastion of our Pacific defenses, the Air Guard's own radar controllers are finding targets and supplying directional "steers" for its own pilots.

This experience, of course, is second only to combat itself in training value.

All in all, the success of the program would seem to vindicate the Air Guard in its claim that it is "as ready as the ready reserve can be."

The briefing



... into the cockpit



... awaiting the call



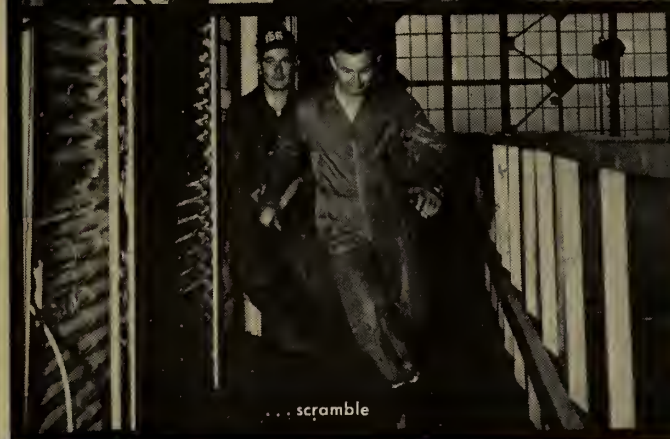
... take off



... this is it



... scramble



... ready for action!

CROSS COUNTRY REPORT

Chaplain's Course at ECI

The Extension Course Institute at Gunter AFB, Ala., has activated a 13-volume course entitled "The Air Force Chaplain" (No. 7900). Written and prepared by selected AF chaplains, the course covers all phases of a chaplain's duties.

Enrollment in the course is open to all chaplains in the Armed Forces both on active duty and in the reserve, all airmen in the Chaplain Services field, and all civilian employees working in chaplains' offices.

ECI also offers another course in the 79 career area, a 1-volume course entitled, "Basic Doctrine for Character Guidance."

☆☆☆

DOD Reserve Award Made

The American Brass Co. of Hartford, Conn., received the Defense Reserve Award for "outstanding cooperation with reservists and reserve activities" at Waterbury. The company is the second in Connecticut and the fifth in the U.S. to be so honored.

Waterbury is the home of the 9241st ARSg and the 2604th AResC.

The award was presented to John A. Coe, company president, by Maj. Gen. Roger J. Browne, 1AF commander. Mr. Coe, in accepting the award, assured that the company will continue its program to fulfill its reserve obligations.

☆☆☆

Billboards Promote N.Y. ANG

The first of a series of large billboards to promote interest in New York's military organization was dedicated at the Westchester County Airport, White Plains, headquarters for the N.Y. ANG and the 105th Fighter Group (Air Defense).

The billboards are being erected and maintained by the General Outdoor Advertising Co. as a public service. Brig. Gen. Lewis A. Curtis, commander, N.Y. ANG was official host at the dedication ceremonies.

☆☆☆

"Iron Lung" Sergeant Talks

S/Sgt. Paul McGrath, famed in the California area as the "iron lung recruiting sergeant," spoke to the recently formed Air Force Mothers Club at the

2567th AResC in Van Nuys. Sgt. McGrath, incidentally, helped form this unique club.

The sergeant, who has been imprisoned eight years in the iron lung, following a polio attack, can escape for no more than four hours at a time.

Here We Go Again!

Whenever anyone claims a "first" in the AFRes, it seems someone else is a "firster." Last month, Maj. Bruce E. Penny of the Seattle AResC thought his reserve unit must be the first (July 1955) to have inaugurated a course in Advance Management.

Now Capt. George W. Miller, San Antonio, Tex., states that Lt. Col. James J. Hull started an Advance Management course for WRAMA mobilization assignees and designees at Robins AFB, Ga., in early 1950.

Weather Projects Outlined

Two vital research projects being carried out by The Travelers Insurance Co.'s Weather Research Center in conjunction with the USAF were outlined to members of the 9241st ARSg of Hartford, Conn. The problems included hurricane probability forecasting and determining weather conditions in military operations over an area for which no observations are available.

An invitation for all Air Reservists to visit the Center in Hartford was extended by Col. Harry Barsantee, its founder and present administrative head. Col. Barsantee is commander of Flt "C," 7241st ARSg at Torrington.



Dr. T. F. Malone of The Travelers (l) explains weather problems to Lt. Col. H. Toffey, cmdr, 9241st ARSg of Waterbury, and Col. Barsantee.

Reserve Roundup

Maj. Donald M. Whited, cmdr, 9838th ARSg, Tulsa, Okla., was awarded a gold watch from the Tulsa Chamber of Commerce for securing 250 new members. . . . Col. Harry E. Monroe, retiring from command of the 9079th ARGp of Van Nuys, was honored at a testimonial dinner. . . . Units assigned to the 2640th AResC of San Jose, Calif., collected more than 13,000 pounds of clothing and \$171.44 in cash, for Hungarian relief. . . . In recognition of his squadron recruiting the greatest percent of airmen during the past three months, Lt. Col. Noah B. Anderson, cmdr, 9491st ARSg of Clarksburg, W.Va., was presented a trophy by Col. Philip E. Bacon, Jr., 9107th ARGp cmdr. . . .

The ISO Flt of the 2657th AResC of St. Louis flew to Keesler AFB, Miss., in a T-27 to observe ISO activities at that base. . . . Lt. Col. Lawrence J. Dissette, cmdr, 107th Fighter Gp, NYANG, presented the first NG certificate of commendation to Mr. Fred Gangberg, of the General Electric Co., for "patriotic service rendered to the NG" . . . Col. Thurston H. Baxter, executive officer, NGB, Pentagon, has been awarded the Legion of Merit. . . . Col. Peyton Gibson, cmdr, 436th Trp Carr Wg (R) of Brooklyn, N.Y., announced start of the unit's recruiting drive, aimed at 17 to 18½-year olds.

The Ohio State AFROTC rifle team, with a score of 1383, won the Second Annual AFROTC National Invitational Rifle Match held at Ohio State. . . . The Mid-America Air Reserve Flying Center and the 94th Bomb Wg (R) of Scott AFB, set a new local reserve recruiting record when they signed up 54 persons during November.

Miss Ann Thompson was named "Miss Air Reserve," at a talent contest staged by the 9940th and 9979th ARSgs of Charlotte, N.C., as part of the annual Carrousel Parade. . . . The 9305th ARSg, Lt. Col. H. Carl Bodell, cmdr, dedicated its new quarters in Jamestown, N.Y. . . . Lt. Col. Harold A. Lidster of the 9699th ARSg of East Alton, Ill., retired after more than 35 years service. . . . The 9364th ARSg of San Arselmo, Calif., Lt. Col. William W. Ramsay, cmdr, dedicated its new quarters. . . . The 9017th ARSg of Plainfield, N.J., turned out en masse to honor M/Sgt. Rheinhardt H. Hassler, who is leaving as squadron liaison NCO.

Pentagraphs

Under current AFRes plans, 2,800 youths will have been recruited under the 6-month trainee program between Oct. 1956 to July 1957. They are being enlisted into the reserve against mobilization positions of combat wings and combat support units (Training Category "A" units). The program calls for 17 and 18½-year olds (non-prior service) to be sent to active duty for training for six months and then to serve the remainder of their 8-year enlistments in Ready Reserve units. Recruitment is highly selective, based on genuine interest in the AF, high caliber of mental and moral qualities, and meeting at least the minimum qualifying index in the Airmen Qualification Examinations (AQE) of the career field subdivision for which considered.

* * *

The Second Annual Jet Age Conference sponsored by AFA will be held at the Sheraton-Park Hotel in Washington, D.C., on February 14-15. *Community Relations, Manpower and Education Problems and Flow of Information* will be the principal topics discussed. Key officials scheduled to appear at the conference include Secretary of the AF, Donald A. Quarles, C/S Gen. Nathan F. Twining and vice C/S Gen. Thomas D. White. Air Guardsmen and Reservists wishing to attend are not required to pay a registration fee, providing they appear in uniform. However, there will be a \$5 fee for attendance at the formal reception for Gen. Twining on the evening of Feb. 14, and also at the luncheon for which Sec. Quarles is the principal guest the following day.



Above is first official photo of USAF B-58—experimental supersonic bomber. Stilt-like 16-wheel main landing gear of the Convair B-58 Hustler reaches for the runway at conclusion of a test flight. The new delta-wing bomber, designed and built at Fort Worth, Texas plant of the Convair Division of General Dynamics Corporation, has been undergoing flight tests since November 11. It is powered by four General Electric J-70 jet engines with afterburners. It carries a crew of three, is 95 feet long and has a wingspan of 55 feet.

* * *

Jet orientation rides are among the most effective tools available to commanders in the area of community relations and use of this important aid is encouraged. However, because such rides must be accomplished within the limits of available flying hours, commanders must consider carefully such requests to insure that only those which will be of definite benefit to the AF are forwarded for consideration.

Maj. Gen. W. R. Agee, Civil Air Patrol chief, has revealed a proposed large scale CAP flight training program which he hopes will be launched on a test basis by September 1957. This new phase of the overall CAP program would feature actual flying training on a national basis for its cadets for the first time in the history of the organization. To date, CAP has had to stop short of actually teaching its cadets to fly, except for a limited flight scholarship program conducted in several states. Under the plan, the number of cadet trainees would rise from 500 to approximately 10,000 within five years. Each year thereafter, the level of 10,000 flight scholarships would be maintained. However, before the program (already endorsed by the Air Force) can be put into effect, Congress will have to pass a law providing the funds (approximately \$5 million annually) and authorizing the training. The proposed program would be conducted by qualified civilian flight schools which would be enriched by \$500 per cadet trained; half to be paid when the cadet passes the 20-hour CAA check, the remainder upon receipt of his private license. The course would be composed of 20 flight lessons, with a minimum of 17 hours dual and 18 solo hours, and a maximum of 20 hours dual and 22 solo hours.

* * *

Hq USAF has notified Air Training Command that a restrictive policy governing the assignment of reservists to Ready mobilization positions when employed by civilian contract schools is not necessary. Individual determinations of availability are a matter of command responsibility in accordance with AFR 45-17.

* * *

In listing its Procurement Objective for Direct Appointment and Active Duty of Medical Service Officers, Hq USAF reveals that a requirement exists for such appointments in lieutenant grades. No specific quota has been established for this procurement objective.

* * *

A Noncommissioned Officers Academy: The Secretary of the AF has decided that USAF should either establish a reserve components noncommissioned officers' academy or provide quotas for the ANG and AFRes personnel at non-commissioned officers' academies maintained by the major commands. The recommendation and means of implementation are now under study by the Air Staff.

* * *

Make-up Training Periods: Permission to accomplish equivalent or appropriate duty in ANG and AFRes (Training Category A) units within a 15-day period before or after the date of the regularly scheduled inactive duty training periods has been granted by the Secretary of the AF. This action was taken in view of the favorable opinion of the Judge Advocate General that it is possible to revise AFR 45-10 administratively.

* * *

Reserve Information Pamphlet: A new pocket-size information pamphlet—*It's Your Choice*—soon will be distributed to high schools and secondary schools throughout the country. The publication (a joint DOD and Advertising Council public service effort) outlines more than 30 choices of military programs currently offered to young men 17 to 34 who have a military obligation and who have not yet received their draft call. It is directed not only to the military age group but also to teachers, parents and community leaders. A tear-out postcard is provided in the pamphlet to enable the reader to obtain detailed information on any of the choices offered by the individual military service.

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NO. 30E 2-57-480,000

pictures of the month



Keeping it in the family, Cpt. William S. Elmore, training supervisor, 144th F-1 Sq, Alotko ANG, swears in his son, William. Cpt. Elmore recommends ANG to all parents "concerned about the future of their sons."



An Asiatic view of communism was discussed by four Oriental legal scholars at a meeting of the 9170th ARSg, Dallas. Col. Charles M. Smith, cmdr, chats with the exchange students currently studying at So. Methodist Univ.



Sen. Morgoret Chose Smith and Col. Alberto A. Nido, cmdr, 198th F-1 Sq, inspect the new facilities and buildings of the Puerto Rico ANG.



Codet Col. Jack Dout (left) gets a helicopter ride with TV star Arthur Godfrey, who had given a talk on air power to the Rutgers U AFROTC.



AFROTC cadets at So. Methodist Univ. were given a ride in a T-33 jet trainer by pilots from Laredo AFB. They all seem happy about it.

THE AIR

Reservist

MARCH 1957

MATCH-MERGE

page 2

COMBAT READY

page 3

ON BORROWED RADAR

page 8



6-Mth Trainees Visit the Alamo

THE AIR Reservist

VOL. IX

NO. 3

MARCH 1957



Cover: The Alamo is the historic backdrop for these 6-mth Lockland AFB trainees. First grads were of Francis Warren AFB, Wyo., Feb. 19.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
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CONTENTS

| | |
|----------------------------------|----|
| Week-end in New York | 5 |
| On Borrowed Radar | 8 |
| Mail Bag | 10 |
| Cross Country | 12 |
| Reserve Camera | 13 |
| CAP Checks Out the Army Way | 14 |
| Pentagraphs | 15 |
| Pictures of the Month | 16 |

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget 15 July 1955.

Match-Merge Program Determines M-Day Skills of Air Reservists in Pay Status

(Match-Merge and how it affects you as an Air Reservist is explained in this article.)

What is it? "Match-Merge" is the system by which jobs, grades, skills and people will be brought into alignment. When all of these elements are matched, they will be merged into each other. The result—a vital, working, useable Air Reserve and not a "paper tiger".

Why is it necessary? Section 269 of Title 10, United States Code, as amended by Public Law 305, 84th Congress (Reserve Forces Act of 1955) and Department of Defense Directives, requires a screening of the Ready Reserve to provide reservists with the required military qualifications in the various grades and

specialties needed for mobilization purposes. AFRes War Requirements for Individuals have been developed, by grade and specialty, based upon War Plans to augment the active establishment in the event of mobilization.

All major air commands took part in developing these requirements. For the first time, the AFRes has a sound and logical basis . . . training reservists against specific requirements. The established requirements cannot be exceeded because expenditure of funds for reserve training in excess of mobilization requirements cannot be justified.

The system will operate first to give priority of assignment to those reservists who are assigned to any form of training for which they receive pay (Training Categories A through D) and who can be matched. The matching part will consist of determining whether or not you (as an individual in a paid training status) meet the requirements of grade, AFSC and skill of a list of jobs that must be filled on M-Day. These jobs are listed in the Individual portion of the latest War Plan Requirements (WPR 58/59) and does not pertain to units.

The total individual requirement is
see MATCH-MERGE page 6

Miami AFRes Rescue Unit Saves SAC Crew in First Rescue Since Activation

Activated less than seven months ago, the 301st Air Rescue Sq (R), based at Miami International Airport, became the first air rescue unit in the history of the AFRes to make an actual "save" after an aerial collision.

The Florida unit was alerted on.y minutes after two B-47 bombers from SAC's Homestead AFB collided during a refueling exercise over the Caribbean off south Florida late in January.

Shortly thereafter, two SA-16 amphibians, piloted by Capt. M. L. McCurry and Jack Woodyard, were airborne. Reservist Capt. John A. Morton co-piloted one of the planes while another 301st member, S/Sgt. Jerome Perkins, was engineer.

A host of other planes and ships joined the SA-16's and criss-crossed the area through the night in search of the survivors. At approximately 7:30 am the
see RESCUE page 7

Air Reserve Crews Augment 18AF in Airlift Mission

AFRes flight crews are to participate in an enlightened training program designed to pay its way in the form of a productive airlift augmenting the requirement of the active duty forces. Beginning shortly after March 1, reserve troop carrier crews on an around-the-clock status will be called upon to assist 18AF in its mission of transporting military cargo and personnel throughout the continental U. S.

This assistance by crews on special tours of active duty will continue on an indefinite basis as an integral part of the reserve training program. Each reserve troop carrier squadron will ultimately contribute one aircraft, and all aircrews involved will be composed of inactive duty reservists.

In addition to augmenting the airlift capability of the regular AF, this provides additional means for Air Res crews to maintain proficiency and receive the necessary training required to meet their M-Day role.

A further breakdown of the program reveals that tactical bomb and fighter bomber units converting to troop carrier units are not scheduled for the program until nine months following the receipt of new unit equipment aircraft.

Troop carrier units converting from C-46 to C-119 aircraft are slated to inaugurate this program 6 mths after receipt of the later type aircraft. Newly activated Res trp carrier units also will start on the sixth month following activation.

Combat Ready

THE FIGHTER-BOMBER wings of the Air Force Reserve were emerging from their adolescence this month as they began taking title to their first super-sonic F-86H *Sabrejets*. This is one more long step in making the reserve truly combat ready."

ConAC's goal is to complete this huge turnover by the end of FY58. The planes themselves are being obtained from the regular Air Force.

Right now, and continuing until the end of May, pilots and mechanics from the various flying centers throughout

the U.S. are converging on Hensley Field, near Grand Prairie, Tex., to undergo transition. Later, it is expected that many reserve pilots and mechanics will pull their active duty tours at the *Sabrejet* school "deep in the heart of." Others, who can't make the trip, will be given their transition at their home base by the regular AF officers and airmen who are assigned to their centers. The transition course runs approximately two weeks.

It was at Hensley Field where the first F-86H's were turned over to a reserve unit in January. The honored wing was the 448th Fighter-Bomber (*The Lone Star*) Wing, which trains at that field.

This milestone in the AFRes flying program was met with much fanfare and a huge crowd from nearby Dallas and Fort Worth, including civilian and military dignitaries, gathered for the historic occasion.

Brig. Gen. Jerry W. Davidson, commander of the Lone Star Wing, and Lt. Col. Joe E. Earll, Jr., commander of Hensley Air Reserve Flying Center, received the aircraft in brief ceremonies. Also participating in the presentation was Col. Thomas L. Mosley, deputy commander of the 14AF, parent unit

of both the *Lone Star Wing* and the Hensley ARFC. Other notables present were Brig. Gen. L. E. Seeman, U.S. Army Corps of Engineers; Jess Tarleton, mayor pro tem of Fort Worth;

Instructor pilots and aircraft maintenance personnel assigned to Air Reserve fighter-bomber wings began transition training in the *Sabrejet* at Hensley Field last month.

Six of the nine AFRes fighter-bomber wings are scheduled to fly the new planes by Sept. 30. The remaining three will be converted into troop carrier wings.

Unit combat potential will be increased considerably by the *Sabrejets*, which are faster, capable of higher altitudes, and possess more firepower than the older F-80 and F-84 jets now in use.

Judge Lew Sterrett, county judge of Dallas County; Frank Davis, Fort Worth City manager; Capt. James Crowder, USNR, of Dallas; Mark Hannan of the Dallas Chamber of Commerce, and others.

The planes were the first of approximately 25 to be received for the

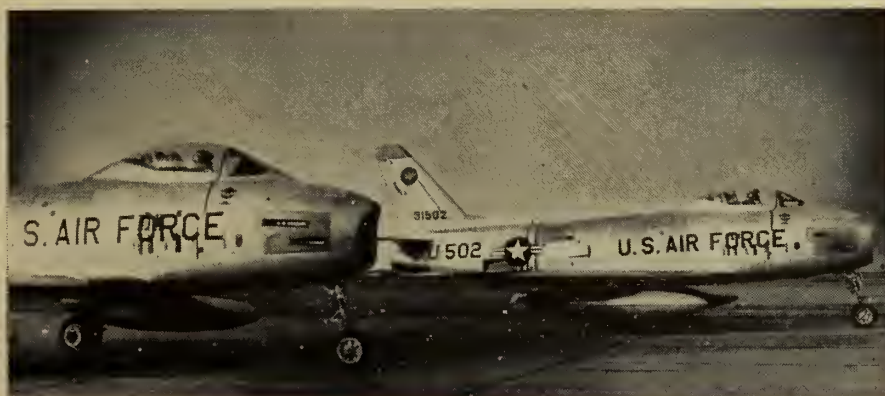
see COMBAT, page 4



Judge Sterrett (I) and Mayor Tarleton shake hands. Gen. Davidson and Capt. Crowder watch.



Maj. Bruce Baize of the 1708th Ferrying Wing points out new features of the F-86 Sabrejet.



On the line and ready to be met by a reception committee are the first two Sabrejets to be assigned to an AFRes Wg. These were delivered to the Hensley (Texas) ARFC for the 448th Fighter-Bomber Wing.

Supplies Flown by AFRes Units to Stricken Area

Reservists of the 757th Trp Carr Sq (M) coordinated with a group of regular AF personnel of the 2231st ARFC (to which the 757th is assigned) located at Byrd Field, Va., in two emergency airlifts when flash floods struck the 4-state area of Kentucky, Tennessee, West Virginia and Virginia.

Maj. Carl A. Lindberg, commanding the ARFC, was first contacted at 8 pm, Jan. 29; by the Virginia Military District. Seven tons of cots and blankets were needed immediately at Tri-City Airport, Tenn. Could Maj. Lindberg accomplish the mission?

He could. Within half an hour he had rounded up two complete crews for C-46's, plus extra men for stand-by work. Two additional planes from the 2259th ARFC from Andrews AFB, Md., were acquired. Due to the 40,000-pound load limitation at Tri-City Airport, all four planes were needed to fly the equipment to the stricken area. This was accomplished through that same night.

At noon, the following day, a second request for four tons of cots and blankets to be airlifted to the Kanawha Airport, Charleston, W. Va., was received. This mission, also, was completed by a combination of reservists and regular duty personnel.

Reservists from the 757th who participated in the emergency airlifts included: Capts. C. W. Hutcheson, H. T. Stebbing, F. W. Euroughty, J. B. Bricker, G. E. Britton, and J. L. Gilbert; 1st Lt. W. G. Kindle; and A/1c G. G. Crump.

Maj. Lindberg, concluded his prosaic report to Hq 1AF, with a masterful bit of understatement. He said: "These missions were considered excellent training for the reserves who participated."

CAP Sets Communications Net; Assists Evacuation

Civil Air Patrol communicators put in a 72-hour constant duty stint when torrential rains flooded the four-state area of Kentucky, West Virginia, Virginia and Tennessee late in January.

When Lt. Col. Houston H. Doyle, acting commander of the Kentucky Wing, was notified of the flooding conditions, he immediately put the entire wing communications network on the alert. He also set up a base of operations at London, Ky., and ordered a CAP airlift to be established between Louisville, London and Lexington to carry badly needed vaccine, penicillin and typhoid serum.

CAP communications also were utilized by units of the U.S. Army's 538th Engineer Bn at Ft Knox, Ky., and provided communications for 14 U.S. Army helicopters.

At Middlesboro, Ky., Maj. George

Carter, deputy for communications of the Kentucky Wing, set up emergency radio for the American Red Cross disaster headquarters, handling hundreds of messages during the flood's peak.

In addition to communications assistance, CAP units in Kentucky were called upon to perform aerial reconnaissance for the purpose of finding surface routes into areas blocked off by the flood waters.

The Richland squadron was the first CAP unit alerted in West Virginia and soon after, Group I of Huntington, W.Va., and Group II of Charlestown, W.Va., swung into action.

In Tennessee, CAP units were mobilized against a possible evacuation of the city of Dyersburg and all western Tennessee CAP communications facilities went on 24-hour duty. CAP in Virginia worked especially close with the Virginia State Police in evacuating stranded families.

When appraised of the work of CAP, Sen. Thruston B. Morton (Ky.) sent a personal letter to Maj. Gen. Walter R. Agee, CAP commander, complimenting the "outstanding work done by the CAP during the recent flood disaster in Kentucky."

■ COMBAT from page 3

448th between now and this fall. Simultaneously, other wings throughout the country will be receiving their *Sabrejets*.

Gen. Davidson, in accepting these first planes, declared that the *Sabrejets* "will give the *Lone Star Wing* the aircraft capability to better carry out our mission of defending the area within a 300-mile radius of the Dallas-Fort Worth area in the event of enemy attack."

He described the Air Reserve's new modernization program, which brings the *Sabrejets* to these fighter-bomber wings, as "an effort to increase the combat readiness of reserve organizations by providing them with the most modern aircraft possible."

The *Sabrejet*, of course, is the famed "MIG killer" plane of the Korean conflict. The "H" model is the latest, fastest version of the original F-86. It has a J-73 engine, four 20-millimeter cannons and modern radar gunsights. It is capable of speeds of over 650 miles-per-hour and can fly at altitudes above 45,000 feet.

The *Lone Star Wing* has been flying F-80 *Shooting Star* jets since June 1954. Its "first team" is the 711th Fighter Bomber Squadron, which is likely to be the first reserve squadron in the country to fly the F-86H's.

"Jenny to Jet" Reservist Retires



Col. Matt Nieminen who has spanned the "Jenny to Jet" air age in 37 years with the AF is pictured (inset) in a 1920 advance pursuit training airplane at Kelly Field, Texas. Above, Col. Nieminen, who retired last month, shown with the jet-powered *Shaafing Star*.

Week-End in New York



A 3/c George O. Bergemann, Jr. (left) and Billy Nix of the 149th Bomb Sq, Virginia ANG, meet Harry Gallatin of NY Knicks' court team.



Here the two airmen get acquainted with Ed Sullivan, TV star and newspaper columnist, during their trip of sightseeing in New York.



The young ANG airmen also were guests of NYC's famed "21 Club" as a part of their reward for outstanding achievement in recruiting.

A TRIP IS A TRIP. You arrive, check in at a hotel and then look for something to do. Not so when the winners of a recruiting contest in a Virginia Air National Guard squadron make a trip.

This squadron—the 149th Tactical Bombardment at Byrd Field—plans a sojourn well in advance. The visit consists of an exciting series of events for the lucky airmen, awarded a week-end for outstanding achievement in recruiting activities.

Take the last New York trip: Airmen 3/c George Bergemann and Billy Nix were the winners of the contest in which the trip's theme was sports, television, and celebrities. In order to coordinate this theme, Maj. William E. Haymes, the 149th's commander, sent two of his squadron men, Lt. Alan Triner and T/Sgt. Jack Lewis, to New York to firm up all arrangements.

This was accomplished long before the contest started. Completing their plans, Triner and Lewis reported to Maj. Haymes with a tight schedule of rewarding activities.

The contest winners were dispatched to New York with appropriate fanfare and not a little envy on the part of their fellow Air Guardsmen. For sports, Bergemann and Nix were guests of Madison Square Garden, where they watched the New York *Knickerbockers* play a pro league basketball game with the Syracuse *Nats*. Prior to the game, the 149th's delegates posed for pictures with *Knick* star, Harry Gallatin, as

well as meeting the rest of Coach Vince Boryla's hoop-stars.

Celebrities? A dime a dozen when the airmen were taken to New York's famed 21 Club. After enjoying a sumptuous dinner, they visited the kitchen and met Louis, the club's renowned chef.

On Saturday, Bergemann and Nix watched the Jackie Gleason show, later visiting with the comedian in his dressing room. The following day, they met Ed Sullivan after rehearsals and spent a few entertaining moments chatting with the New York columnist and TV star.

Sightseeing, which included a visit to the top of the Empire State building, also proved exciting. The airmen were guests of the Century Hotel during their stay in New York.

Thrilled over their trip, they rated the rehearsals of the two CBS television network shows as giving them their biggest kicks.

Photographs of all activities were made for news releases, as well as for the 149th's historical record. Bergemann and Nix had made more than a trip. They had something to talk about, and lots to tell their squadron mates.

What's more, the airmen's colleagues were vying competitively for the next incentive contest, each of which is paying dividends in boosting the Byrd Field Air Guard squadron's strength.



approximately 41,862 officers and 103,105 airmen. The total is divided into three parts:

Part I—12,725 officers and 11,490 airmen who are assigned to and trained and administered by major air commands.

Part II—13,375 officers and 54,925 airmen assigned to major air commands whose inactive duty training and administration is done at Air Reserve Center groups and squadrons, but whose 15-day active duty tours are performed with their major command.

Part III—15,762 officers and 36,690 airmen who are administered by centers for all purposes except the 15-day tour which they perform wherever a training capability in their mobilization AFSC is available and provided funds are also available.

Considerable Distortion Exists

Although these requirements exceed the total personnel in mobilization or paid categories (Training Categories A through D), considerable distortion exists both grade and military skill-wise.

All people considered cannot be matched and merged with the FY 58/59 War Plan Requirements. Why? The difficulty is one of grade, or skill and AFSC. Reservists now enrolled in "paid-training" elements of the Air Reserve will be given first consideration for assignment against authorized positions but vacancies will still exist after this is done.

Those who have no paid-training requirement, and who are administered at Air Reserve Centers, are considered to be the best available resource for filling vacancies. They, as well as others not now participating, are encouraged, if qualified, to apply for these assignments. It is estimated that all but a few "on board" airmen will be matched. There will remain however a manning deficiency in the airman individual mobilization requirement. Therefore, the field is wide open for airmen volunteers against these positions.

Two Phases

The WPR 58/59 match-merge is divided into two phases; the first is the matching of major command mobilization assignees against Part I requirements. This will be accomplished by the major air command concerned. Due to increases in this portion (major air commands) it will minimize surpluses of "on board" personnel training with major commands.

Additionally, major commands are authorized to retain their Part II spaces to accommodate "on board" surplus personnel (in Part I) holding grades and AFSC's compatible to a Part II position until the incumbent vacates his assignment through normal attrition. After the major commands complete the match-merging of their own individuals and effect assignments of other qualified applicants, the remaining position vacancies will be reported to the Air Reserve Records Center.

At this point surpluses from within the Air Reserve Center program along with other qualified applicants requesting assignments to major commands will be considered for assignment. Since training of mobilization assignees by major air commands (Part I positions) is conducted during normal duty hours at regular Air Force units, arbitrary alignment of Air Reserve Center mobilization assignees to these positions is not feasible until the individual indicates that he is geographically available and can train during the periods scheduled by the active duty unit in lieu of week nights as is prevalent within Air Reserve Centers. For this reason an *Application for Assignment*, AF Form 1288, should be accomplished and submitted to the major air command having the vacancy by those Air Reserve Center personnel who are placed in the surplus category. When this information is not readily available applications may be forwarded to ARRC.

Spaces Based on Grade and Skill

The second phase is concerned with matching reservists currently assigned to Air Reserve Center groups and squadrons in Training Categories B and C to Parts II and III spaces. This process begins when space allocations are received by numbered Air Reserve Centers. The sub-allocation of spaces is based on the grade and skill inventory within each Air Reserve Center thereby insuring that to the extent feasible, each space is given to the Center having an individual of the appropriate grade and AFSC. Since in some skill areas the personnel resources exceed the available spaces, it is necessary to pro-rate the allocation based on total assigned. The actual matching is accomplished either by the numbered Air Reserve Center or the reserve unit commander as determined by the ConAC numbered air force concerned. Consideration of each reservist is in any awarded specialty with priority accorded to the primary skill.

A change has been made in the man-

ning of the WPR 58/59 mobilization positions which require proficiency in an aeronautical specialty and which are therefore not adaptable to classroom training. Personnel will not be trained in Air Reserve Centers against these positions because flying training cannot be provided. However, personnel enrolled in the Air Operations Officer Course who possess prerequisite AFSCs may be aligned with other pilots.

Non-alignable to be Reassigned

Once the alignment has been completed, non-alignable personnel will be reassigned to non-mobilization training categories. For those surpluses performing inactive duty training with major air commands, reassignment will be effective 30 June 1957; and for those assigned or attached to Air Reserve Center groups and squadrons, reassignment will be effected not later than 31 August 1957. However, for the latter category, no short, school or special tours of active duty will be authorized after 30 June 1957. These dates were established so as to provide a period of 90 days after notification of surplus status so that other assignments could be sought by individuals affected. Surplus personnel who cannot be aligned with any mobilization positions may go into non-mobilization training categories and participate in such training as be made available to such personnel.

All aligned personnel will receive orders prior to 30 June 1957 confirming assignment as mobilization assignees, specifying grade and AFSC of position occupied. Those who are aligned against Part II positions will be assigned to a major command and regular unit (MOARS), and attached to the Air Reserve group or squadron to which presently assigned. Concurrently, all training designations will be terminated.

Future Revisions Annually

As for the future, revisions to War Plan Requirements will be made annually. Normally, we can expect only minor changes to evolve unless current concepts contained in war plans are also changed in which event changes may be extensive. It is assumed at this time however, that the present program has a reasonable chance of being a stable one.

(Next month will feature an article covering Training of Individuals against Major Command Requirements.)

Nurse Course Dates Change

Lt. Col. Grace J. Hayden, ConAC command nurse, has reported changes in dates for two Flight Nurse Courses.

Class 57-B is scheduled to start March 11, with a reporting date of no later than midnight, March 7. Class 57-C starts April 28; reporting date—before midnight, April 25.

RESCUE from page 2

Following morning, Capt. Woodyard sighted the first sign of survivors when he spotted a green marker dye around the point of the tiny Isle of Pines. SAC Lt. James E. Rose had laid down the dye. As Capt. Woodyard was coming in for a water-landing, the crew also spotted a large "SOS" carved out in the white sand, drawn by Maj. James M. McFarland.

Soon after Capt. Woodyard set his plane down, the other SA-16 of the 101st came on the scene and picked up Maj. Winfred E. Lynn, who was floating in a small life raft on the opposite side of the island.

"They were waving their arms, jumping around and flashing mirrors at us . . . doing just about everything they could think of to attract our attention," said Capt. John Morton, co-pilot of the second amphibian.

"They all seemed in good physical condition, but of course they were a bit shaken," he added.

The three rescued airmen "were pretty quiet" on the trip back, Capt. Morton said.

"I guess they were thinking mostly about the three men who weren't found."

AFRes Dentists Are Graduated from First Refresher Course

Twenty-five AFRes dental officers recently graduated from the Advanced Refresher Course for Reserve Dental Officers at the USAF School of Aviation Medicine, Gunter AFB, Ala.

This was the first advanced course offered to dental reservists by the USAF Medical Service. Previously, the 25 dental reservists completed the Basic Refresher Course for Reserve Dental Officers, also offered at Gunter AFB.

Brig. Gen. Harold H. Twitchell, ConAC surgeon, delivered the graduation address.

Four Top AFRes Navigation Teams Compete In ConAC Meet at Memphis Late Next Month

Four reserve navigation squadron teams, representatives of each of ConAC's numbered air forces, will vie for top honors in the command's first annual Reserve Navigation Meet tentatively scheduled at Memphis, Tenn., Apr. 28-May 5.

The right to represent the 1AF went to the 8497th ARSq of Clinton County AFB, Ohio, which won over six other competing Air Reserve navigation teams in the meet which began at Pope AFB, N.C., and ended at Miami International Airport, Fla.

The 8497th rolled up 211.87 points. Second place was taken by the 8514th ARSq, Lawrence G. Hanscom Field, Mass., with 205.25 points, while the 8495th ARSq, Newcastle County AFB, Del., finished third with 203.5. Maj. Theodore Gaty, winning team captain, accepted an Arma Bosch trophy following the meet (see Reserve Camera on page 13).

10AF Meet Winner

First in the 10AF meet was the 8501st ARSq, O'Hare International Airport, Ill., which barely nosed out the 8504th ARSq of Grandview AFB, Mo., in a 6-team competition. The 8501st scored 173.8 points to the 8504th's 172.8. Third was Scott AFB's (Ill.) 8506th ARSq with 162.8 points.

Captained by Maj. David M. Goldsmith, the O'Hare-based squadron triumphed in the rugged 2,700-mile aerial exercise which started from Memphis, Tenn.

Winner of the 4AF meet was the 8499th ARSq, Long Beach Municipal Airport, Calif., with a team score of 172.5. Second place went to the 8500th ARSq, Hamilton AFB, Calif., with 170.1 points, while the 8522d ARSq, Paine AFB, Wash., finished third with 164.0.

Weather Forces Cancellation

Weather and time limitations forced cancellation of the celestial navigation phase of the 4AF meet. The dead reckoning missions were flown from Long Beach radio to Sacramento radio and return; the Loran missions from Santa Barbara radio to a point 330 nautical miles west of Santa Barbara, over the ocean.

The 14AF's winning teams were not known as press run of this issue took place during the meet, Feb. 23-28. Teams representing the navigation squadron at Brooks AFB, Ellington AFB, and Hensley Field, Tex; Miami International Airport, Fla; Memphis International Airport, Tenn; and Dobbins AFB, Ga., will compete in the 14AF meet from Miami and return.



Chicagoand reservists head for home after winning 10AF's navigation meet. All members of the 8501st ARSq they are (l to r) Maj. D. Goldsmith; Lts. W. Zust, R. Linneman, R. Canklin, and William Butler.

On Borrowed Radar



FOR THE COMMANDER of a fighter group, charged with the defense of a part of this country's most strategic (for any possible enemy) targets, the situation was intolerable.

"Two weeks?" cried Col. G. B. Simler of Air Defense Command's 355th Fighter Gp, based at McGhee-Tyson Airport, near Knoxville, Tenn. "For two weeks this organization will have no radar assistance? It simply must not be."

But the equipment handled by the 663d AC & W Sq, attached to the group for radar assistance, had to undergo an overhauling. The shut-down meant that the 355th's fighter crews were going to lose that much valuable training, at best, and, at worst, what would happen if that dreaded "red flash alert" situation arose?

Col. Simler dispatched, post-haste, one of his staff officers to nearby Alcoa, radar site of the Tennessee Air National Guard's 119th AC & W Flight.

Could the 663d, this officer asked, temporarily use the 119th's facilities during the period in question? The answer was "yes." More important, was that equipment in proper condition and operable at the moment?

"A most emphatic yes," grinned Lt. Col. John R. Douglas, Jr., commander of the ANG unit.

The situation was resolved.

"That's far from the whole story, tho," commented Col. Douglas. "Those hard-bitten regular AF technicians were very pleasantly surprised when they sat down at our installed and calibrated equipment. They couldn't find a flaw. My men received some extremely fine accolades from these ordinarily taciturn airmen, which led, naturally, to a cordiality not always found in such 'integrated' efforts. For those two weeks, we were that 'big happy family' you're always hearing about."

At the end of a fortnight, the 663d had its equipment in operation again, and the emergency was over—but not forgotten.

Col. Simler "took pen in hand" to express his appreciation to Col. Douglas for his cooperation, and his admiration for the technical ability of the members of his flight. His letter to Col. Douglas stated, in part:

"Through your efforts, directors from the 663d AC & W Sq were allowed to use the excellent radar equipment and facilities of your organization. These directors, as well as pilots from the 355th Fighter Gp, were able to continue day-to-day training, thereby increasing their combat potential.

"The manner in which your communications and radar maintenance sections worked to maintain your equipment in an operational state so that the operation could continue, speaks highly of the organization you command.

"The final results of this operation clearly point out that the ANG, in conjunction with regular components of the USAF, can—and will—develop an outstanding team in defense of the United States."

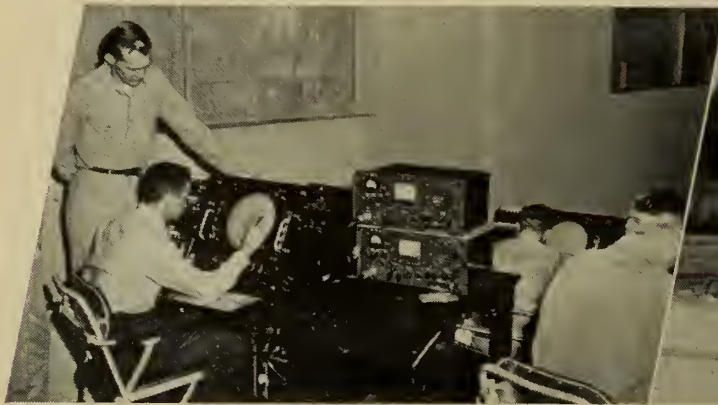
An even finer tribute, though, came from Brig. Gen. Von R. Shores, commander of the 58th Air Division (Air Defense), parent unit of the 355th. Gen. Shores, writing to Maj. Gen. Joe W. Henry, Jr., Tennessee's adjutant general, said:

"The interest shown in the air defense of this sector of responsibility by the 119th AC & W Flight is greatly appreciated. Due to this interest, and to the location of the unit and equipment installed, I have personally requested that Eastern Air Defense Force consider the assignment of the 119th AC & W Flight as an Augmentation Force to the 58th Air Division.

"With cooperation such as that exhibited by the 119th AC & W Flight, the air defense of the United States can be assured."

Gen. Henry's indorsement was a succinct: "Forwarded with pleasure."

Operation "On Borrowed Radar" was, in any way one can look at it, a distinct success.



Capt. William W. Kingsley (left) AF adviser to the 119th AC&W Flt, observes 1st Lt. Donald A. Hauble of the 663d, track "blip" on radarscope.

Airmen of the 119th assembling equipment at the installation site near Alcoa, Tenn. The 663d AC&W Sq "barrowed" facilities for a 2-week period.

SURVIVOR BENEFITS

3—Inequities Corrected

Third and final story concerning the Survivor Benefits Act)

The Servicemen's and Veterans' Survivor Benefits Act of 1956 (Public Law 81, 84th Congress) became effective on Jan. 1. This Act provides a new concept of survivor benefits coverage for all members of the Armed Forces. Many of the inequities of existing law are corrected.

Heretofore, the survivors of some reservists have received compensation on a different basis than survivors of regulars, through the provisions of the Federal Employees Compensation Act. It has not been uncommon for the survivor of a reservist to receive 30%-35% more than the benefits available to the survivor of a regular member. P.L. 881 corrects this inequity by removing reservists from FECA coverage.

It is significant to point out that in only about 20 per cent of the active duty "peacetime" deaths occurring among reserve personnel have the circumstances of death been such as to permit the payment of FECA benefits to the survivors. That is, the death was determined to have resulted from *injury*, sustained *while in the performance of duty*. The survivors of the other 80 per cent have been entitled only to VA compensation. The new Dependency and Indemnity Compensation under P.L. 881 will mean a considerable increase for most of this latter group.

Because FECA benefits were payable in a relatively small number of cases, they could never be counted on by a reservist in planning survivor protection for his family. Benefits under P.L. 881 can be included in such planning.

In the past, different rates of compensation have been paid survivors determined on the basis of whether the death occurred in a wartime or peacetime period. Peacetime rates of compensation are 80 per cent of wartime rates. This difference in benefits has not always seemed equitable. It has been difficult to draw fine lines of determination. For example, technically, the United States was not at war during the recent Korean action.

The new Act eliminates any distinction as to periods of service with regard to determining survivor benefits for men who die on active duty.

In the past, Armed Forces survivor benefits have for the most part been

see SURVIVOR page 11



Chinese-Americans of the 23d Ftr Gp at Kunming, work on a P-40 at a China base in '42.

14th OBSERVES 14

THE 14AF—one of ConAC's numbered air forces—matches its numerical designation this month by celebrating its fourteenth anniversary.

Comprising 12 southern and southwestern states, the sprawling 14AF is a far cry from the approximately 250 pilots and maintenance men, with a handful of obsolete fighter planes, who formed the famed American Volunteer *Flying Tiger* Group that is the 14th's ancestor.

Official formation of the 14AF came on March 10, 1943, in Kunming, China, practically under Japanese guns.

Proud "Nucleus"

In the summer of 1941, Maj. Gen. Claire L. Chennault formed the AVG. An adventurous group of ex-Army, Navy, and Marine Corps pilots joined the AVG and soon earned world renown for their tremendous combat record. The *Flying Tigers* were the nucleus for the 14AF.

A year later, this intrepid band was inactivated and re-formed into the China Air Task Force, with Gen. Chennault still in command. Then on March 10, 1943, the CATF, including bomber units, was welded

into one cohesive striking force and officially became the 14AF.

As the 14AF, the *Flying Tigers* continued their aerial prowess against the Japanese. Heavily outnumbered at all times, and fighting a war of supply that most military men called impossible, their obsolete P-40's blasted the enemy from the sky.

With the surrender of the Japanese in 1945, the 14AF was inactivated and left China. Reactivated in May 1946 as a unit of the Air Defense Command, its headquarters was established in Orlando, Fla. Later transferred to ConAC, it was moved to Robins AFB, Ga., its present locale.

Men and units of both the 14AF's regular establishment and its Air Reserve Forces distinguished themselves in action throughout the three years of the Korean campaign.

The 14AF has had six commanders in its 14 years of existence. Four of them were Southerners and three of these were Georgians. The present commander, Maj. Gen. George G. Finch, is an Atlantan.

It is interesting to note that Lt. Gen. Charles B. Stone III, ConAC commander, succeeded Gen. Chennault as the 14AF chief in Aug. 1945. Coincidentally, Gen. Stone is from Georgia.

The modernized headquarters building of the 14AF located at Robins AFB, near Macon, Ga.





MAIL BAG

Dear Editor:

I am a first lieutenant with date of rank, Mar. 10, 1954, and an effective date of Aug. 30, 1954. When will I be considered for a captaincy and, if during the current year, when would I know?

JAG
Lexington, Ky.

Promotion eligibility in the AFRes is based on promotion service in grade and total years' service. Since this information was not furnished in the inquiry, a definite answer as to when you would be considered cannot be given. If promotion service date is Mar. 10, 1954 and total years' service date Mar. 10, 1951, you were considered by the Selection Board which convened at ARRC in Jan. 1957. If you were selected for promotion, you would be promoted effective Mar. 10, 1958. Selections will be announced this spring. However, if your promotion service date is Aug. 1954, you will not be considered for promotion until early 1958.

Dear Editor:

Is it possible for an officer to have his effectiveness report changed; if so, what procedures must be followed?

CGT
Wayne, Mich.

In accordance with AFR 31-3, application for correction or alteration should be submitted on DD Form 149 (*Application for Correction of Military or Naval Record*) and should be addressed to the Air Adjutant General, Hq USAF, ATTN: Personnel Records Service Division, Washington 25, D.C. Forms and any necessary explanatory matter may be obtained by writing the same address. The claimant, his heirs at law, or legal representative must file such a request for correction prior to Oct. 25, 1961, or within three years of discovery or alleged error or injustice, whichever is later.

Dear Editor:

I have tendered my resignation as a reserve officer of the AFRes. May I with-

draw my resignation? If so, what administrative steps must be taken to accomplish this action?

ALS
Wilmington, Del.

An officer may request that his tender of resignation be withdrawn at any time before acceptance. The request for withdrawal should state the reason therefor and should be submitted through the same channels as the tender of resignation. The ARRC will advise you whether or not your request for withdrawal is approved. Once a resignation is properly accepted and processed, the discharge resulting therefrom cannot be revoked.

Dear Editor:

If I submit my resignation from the AFRes, how much delay should I anticipate before receiving the discharge certificate?

WBE
Cincinnati, Ohio

You will receive official notification of discharge, orders effecting discharge and your discharge certificate approximately 30 days after receipt of tender of resignation in the ARRC. If any circumstances within the Center will prevent you from receiving these documents within a reasonable length of time, you will be so notified.

Dear Editor:

I am an airman who has enrolled in advanced Army ROTC. How may I obtain my discharge from the AFRes??

KLO
Boston, Mass.

Current AF regulations do not provide for the discharge of airmen by reason of enrollment in Army ROTC. It is suggested you enlist in the Army Reserve, and upon notification to ARRC of your enlistment, you will be discharged from the AFRes one day prior to your enlistment.

BOOK REVIEW

(A broader understanding and appreciation of airpower and the U. S. Air Force is the keynote of the books reviewed here. The AF encourages Air Reservists and Air Guardsmen to read this literature of the air ranging from professional aspects of airpower to historical fiction.)

SAMURAI! By Saburo Sakai, with Martin Caidin & Fred Saito (Dutton)

A remarkable account of Japan's greatest living fighter pilot, a living legend in Nippon for his incredible exploits in the air. As told to Caidin and Saito, Sakai's aerial battles are literally hair-raising. Credited with 64 confirmed kills, the Japanese ace provides hitherto unknown aspects of the fiery Pacific air warfare.

The agonizing chapter in which Sakai loses the sight of one eye, is partially paralyzed, and flies his plane back to his base, throbs with pulse-pounding action and wordage and is alone worth the price of admission. American airmen will be amazed at Sakai's story and his debunking of myths concerning Japanese fliers. Though some of his comments will tax the credulity of Allied airmen who fought in the Pacific, there's no denying that he was one of the finest of WWII fighter pilots, regardless of nationality.

THE AIR OFFICER'S GUIDE (Military Service Pub. Co.)

This, the tenth edition of a highly informative and popular encyclopedia, is crammed with many varied subjects of pertinence to AF officers. Although not an official publication, it is a dependable and handy guide to have available. Attractively printed and replete with photographs and illustrations, the book also includes a chapter on the Air Reserve Forces.

AIR FORCE DRILL (Military Service Pub. Co.)

A complete guide (with diagrams) to all types of drills and ceremonies, plus chapters on Leadership, Courtesy, Customs and Ideals; Individual Weapons; and Security and Base Defense. Based on current official AFRegs and Manuals, this paper-bound book can save much time and debate on the eve of a ceremony, as well as being a fine refresher course for the airmen long out of "basic."

ANG P-51D Leaves AF; Last Prop-Driven Fighter

An historic aviation era came to an end when the last propeller-driven fighter plane—the famed P-51D *Mustang*—“retired” from the Air Force at Wright-Patterson AFB, Ohio, late in January.

Flown to the Central Air Force Museum by Maj. James L. Miller, operations officer of the West Virginia ANG's 167th Fighter Interceptor Squadron, to which unit the prop-plane had been assigned, the *Mustang* will be exhibited for permanent display.

It will join many other famous aircraft at the museum which contains treasured planes and trophies of American aviation history.

The landing of the P-51D at the museum signified that all fighter wings in the regular AF, AFRes and ANG are jet-equipped.

At one time or another, the *Mustang* held practically every major aviation record. Top airplane in the Bendix, Thompson and other trophy races, the angular fighter achieved fame for a host of renowned pilots. Countless American and British airmen became aces and multiple aces in the battle-tested and proven P-51D.

The *Mustang* was highly instrumental in the defeat of the Luftwaffe when it escorted heavy bombers to German troop and industrial centers. Used as a training plane since the end of WWII, it came out of obscurity during the Korean conflict when it served principally as an air support weapon for ground troops.

The Truman Investigation Committee termed the P-51D, “The most aerodynamically perfect pursuit plane in existence.”

The Air Force paid a final tribute to the proud veteran by adding, “Well done!”

14AF Reference Library Assists Area Reservists

You won't find a biographical sketch of Elvis Presley in the 14AF reference library, but such is its scope that a lot of people drop in and try. Elvis would be included, however, if he had ever commanded troops in battle, designed a jet engine, or set a record in aviation.

Queries about Elvis don't bother Mr. William J. Nesbitt, 14AF staff librarian, for he is used to such odd requests. And chances are he comes up with the right answer.

The library, located at Hq 14AF, Robins Air Force Base, Ga., is there officially to assist reservists in the 14th's 12-state area and to monitor the 116 field libraries located at various reserve organizations. It is, in effect, a mail order lending library with members stretching from New Mexico to North Carolina.

An instructor at an Air Reserve center can increase his knowledge of subjects ranging from military courtesy to jet engines through the library's facilities. A reserve airman taking a correspondence course in order to better qualify himself for his AF job often finds it invaluable.

A military man is naturally fascinated by strategy and tactics. Here he can

study in detail the campaigns of Napoleon, Lee, Jackson, Patton, Rommel, and scores of others.

References and texts are not confined to military subjects, however, and such standard works as the *Encyclopedia Britannica* and Webster's *Biographical Dictionary* stand side by side with Jane's *All The World's Aircraft* and Fuller's *Military History of the Western World*. The latter volume is not recommended for those who have observed military life through the eyes of John Wayne and Private Hargrove. It's strictly pro.

The library's facilities have grown with the Air Reserve program and field libraries have increased from 12 in 1954 to today's total of 116. There are 23 at the Air Reserve centers, 29 located at ANG units, and 64 are serving Air Reserve squadrons. There are approximately 4,500 books out on loan.

The research library performs a very real service to the AFRes program and, too, it's a mighty interesting place to spend a couple of hours.

■ SURVIVOR from page 9

determined on a flat sum basis; the privates' and colonels' survivors receiving the same dollar amounts. The Congress concluded that it was not proper to reduce all cases to a common denominator, for under this basis the survivors of the man who had been in the service for only a few years, and the man who had not applied himself so as to advance, would receive the same benefits as the survivors of a man who had made a career of the service (and by his initiative) advanced in grade throughout the years.

Thus, in the new legislation, survivor benefits to some degree are geared to the grade of the serviceman and his years of service. In nearly all cases, the prime benefit to survivors under this new bill is more liberal than existing benefits and, generally speaking, reflect a substantial increase.

In addition to the foregoing, all Armed Forces personnel after Jan. 1, 1957 will be under full participating Social Security coverage. This will require a social security tax deduction from pay of 2¼ per cent, but benefits—survivor and retirement—provide a degree of protection which can not be approached or equalled for the same cost through any other means.

The Survivor Benefits Act of 1956 is significant Armed Forces legislation and has a real meaning for the man in the service. It represents a basic improvement over existing law and the inequities today have been corrected.



Maj. Miller, being interviewed by CBS News, poses with the last operational ANG Mustang. Inset shows a P-100 Super Sabre escorting the Air Force's last propeller-driven fighter.

CROSS COUNTRY REPORT



Reserves Use Submarine Base

The AFRes, whose tentacles are reaching everywhere, now has penetrated the New London, Conn., Submarine Base!

Col. Max G. Johl, commander of the recently activated 9237th ARSq, a unit of the 9057th ARGp at Hartford, Conn., has contracted with the Navy to use a section of the sub base as its headquarters and meeting quarters. As a matter of fact, T/Sgt. Stuart W. Keating, liaison NCO for the unit, is the only member of the AF permanently assigned to the Navy installation.

Forecasts for "Turfanaticos"

For 20 some-odd years, Lt. Col. John S. Phillips (AFRes), was a weather forecaster with the Signal Corps and the Air Weather Service. He retired. But his forecasting goes on.

Today, Col. Phillips is the racing editor of the *Mexico City News*, an English language newspaper. From all reports, his prognostications anent results of the day's horseracing at the Hipodromo de las Americas are vying for accuracy with those of his former profession (no cracks, please!).

B-52 Defense System Film Available

A recently unclassified film dealing with the defensive system of the B-52, entitled "Mission Bullseye", is now available for showing to non-technical audiences upon request, 1AF announced.

The film covers the MD-9 fire control system of the jet bomber. Copies of the film may be obtained by writing to: Programs & Customer Relations, Arma Division, American Bosch Arma Corp., Roosevelt Field, Garden City, N. Y.

☆☆☆

NCO Class at Shreveport

The second semester of the Non-Commissioned Officer's course at the 9797th ARSq, Shreveport, La., currently is under way under the tutelage of Kirk R. Morely, manager of the Louisiana Dept. of Veteran Affairs and a former infantry officer.

The course, which also is open to airmen first class, consists of three incre-

ments, designed to provide not only initial but a refresher training in the basic concepts of leadership, management and personnel practices and to develop the skills required by an efficient, fully trained NCO.

☆☆☆

Baltimore Industries Honored

Three Baltimore industries received Defense Department citations for their support of Armed Forces reserve activities at a presentation dinner sponsored by the Baltimore AResC. The companies were selected for the awards on the basis of their policies encouraging their personnel to participate in reserve affairs.

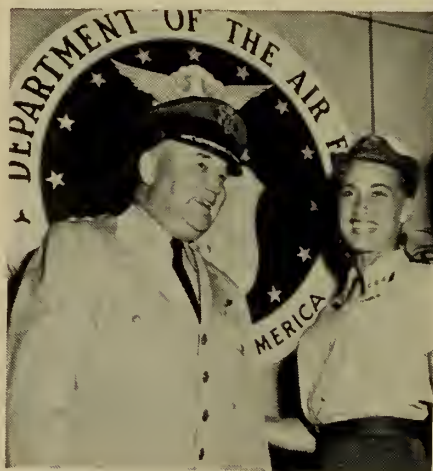
They included: the Baltimore Gas & Electric Co., the Baltimore Refinery of the Esso Standard Oil Co., and the Baltimore Division, Westinghouse Electric Corp.

☆☆☆

Miami AResC Dedicated

The new home of the Miami, Fla., AResC was dedicated with colorful ceremonies in January. The event was attended by Maj. Gen. George G. Finch, 14AF commander, and Arthur Godfrey, TV star, among others.

Hosts for the occasion were Lt. Col. Waller D. Bell, first commander of the installation, who supervised its design and location, and Lt. Col. Levi H. Dice, who has commanded Miami's 9187th ARGp since its inception six years ago.



Gen. Finch and Miss Pat Wolfert, Queen of the AFROTC at the U. of Miami, pose during dedication ceremonies of the AResC at Miami.

Reserve Roundup

Lt. Frederick E. Jeremias (NJANG), now a student at the Newark College of Engineering, was awarded the DFC for extraordinary achievement in the Far East in 1955. . . . Col. Harrison W. Wellman of the 9763d ARSq, Denver, Colo., retired after more than 30 years service. . . . Col. Floyd W. Watson, advertising director of the *Knoxville (Tenn.) Journal*, has been named commander of the 9190th ARGp of Knoxville. . . . Col. Harry E. Monroe, who retired as commander of the 9079th ARGp, Van Nuys, Calif., was awarded the Commendation Ribbon by Lt. Col. James E. Fantone, Jr., cmdr, 2567th AResC, Van Nuys.

Lt. Col. James H. McPartlin succeeded Lt. Col. Richard M. Thorburn as cmdr of the 439th F-B Wg (R), Selfridge AFB. . . . Maj. Norman Kihneman and Richard G. Johnson, Capt. Clarence O. Willingham, and 1st Lts. George G. Nelson and Sam E. Colburn, all reservists with the Shreveport, La., AResC, donated blood to save the life of an infant born with a defective heart. . . .



Lt. Col. Emmett C. Corrigan, of the 9086th ARGp, Seattle, Wash., a flight captain with Northwest Airlines, was awarded AF Command Pilot wings. . . . Dr. Kurt Schuschnigg, Chancellor of

Lt. Col. Corrigan Austria at the time of Hitler's *anschluss* in 1938, spoke to the senior AFROTC Cadets at Southern Illinois U.

Lt. Cols. Elliott A. Fardon and George H. Wenn, of the NYANG's 106th Bomb Wg, were awarded NY State medals for Long and Faithful Service upon their retirement. . . . Maj. L. M. (Clem) Obler was named cmdr of the newly activated 8459th Air Term Sq, Newark, N. J. . . . Members of the 9437th ARSq, Missoula, Mont., entertained Lt. Col. & Mrs. Clyde Hubbard at a dinner given in honor of the colonel's retirement. . . . Radio Station WTAG of Worcester, Mass., and its news director, Jim Little, received certificates of commendation for their support of AFRes activities. . . . Cadet Col. Robert G. Snyder took command of the 1st Cadet Gp, Corps of Cadets, Brooklyn College. . . . Reserve officers of the NY Air Materiel Command reserve training unit and the NY AResC, recently heard Lt. Gen. Manuel J. Asencio, USAF dep C/S, comptroller, speak on "Why a Comptroller of the AF".



TV appearance by Mr. Donald J. Strait (r) dep asst secy AF, highlighted visit to 9146th ARGp, Kansas City, Mo. Others (l to r) Cal. K. L. Sigler, p cmdr; Lt. Cal. W. D. Green, 2653d AResC cmdr; C. Davis, TV onnouncer.



This is California ANG's famed AF Band, headed by CWO Dan Schary, which marched with AF in President Eisenhower's Second Inaugural Parade. Band also played for President when he visited Boise, Idaho, five years ago.

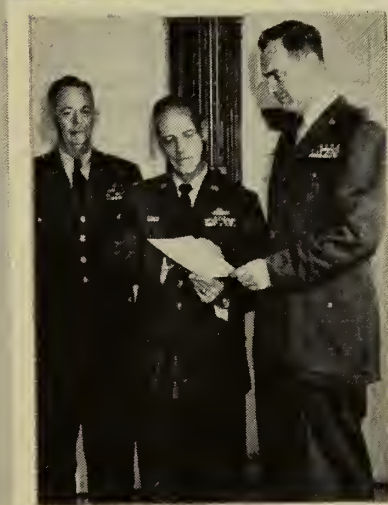
RESERVE CAMERA



AFROTC Cadet Elizabeth Kanuca, only girl in U. of Buffalo's corps of 896 men, studies radar training equipment at Ellington AFB with student officers Lts. Linn and Standart, formerly members of her corps at Buffalo.



Five co-eds from West Jr. H.S., Colo., spon The Air Reservist while on tour of Denver AResC during Air Res. week.



ROA pres. Col. R. Zeller presents achievement citation to Col. B. Rose, cmdr, NY AResC. Gen. J. Roberts watches.



Maj. T. Goty (r) accepts first place trophy for 8497th ARSq (N) which took top honors in IAF Navigational Meet.



CAP officers (l to r) Maj. P. Von Winkle and K. Frye get orientation in an L-20 DeHavilland from 1st Lt. Robert Windhom, instructor.



Col. Donald T. Speirs, senior officer for the projects, follows through on the controls of a Bell H-13 helicopter at Aviation School.

Col. Speirs (left) and Col. Louis Floyd inspect the antenno mounting for the AN/ARA 31 homer which Army adopted for tac operations.



CAP checks out the Army way

A CESSNA L-19 *Bird-Dog* cruised slowly over the green and rust-red landscape of southern Alabama. Suddenly, it began sinking rapidly toward the ragged fingers of scrub pine.

A crash seemed imminent to the front seat passenger. Pine trees topped the aircraft on each side. Other treetops loomed ahead. The passenger tightened his safety belt and waited.

To the olive-drab clad pilot in the rear seat, this was routine—a routine landing on one of the many tiny, makeshift strips dotting the huge Fort Rucker military reservation, home of the Army Aviation School.

Just as it seemed that the plane was to plunge headlong into the scrub growth, an opening appeared—just wide enough to accommodate the wing span of the plane. There were about two feet to spare on each side. In a steep descent, the L-19 settled to earth, rolled a scant 150 feet down a dirt road and came to a halt.

"Way to Fly"

As the occupants climbed out, the passenger dressed in Air Force blue turned to the Army pilot and said, "Brother, that's the way to fly a light plane!"

Early this year, this scene was repeated several times as a handful of Civil Air Patrol officers from CAP's Middle East Region, chosen for their varied pilot experience, went through a special indoctrination and orientation in the flying techniques employed by Army Aviation.

A visit to the Army Aviation School was made at the invitation of Maj. Gen. Hamilton Howze, director of Army Aviation. The invite was extended to Col. Donald T. Speirs, CAP Middle East Region's operations officer. With the approval of CAP National Headquarters, he selected Lt. Col. Louis C. Floyd, Virginia Wing; Maj. Edward D. Nass, National Capital Wing; and Majors Philip Van Winkle and Kermit L. Frye, Maryland Wing, to accompany him.

All are veteran CAP officers with

many flying hours. For the better part of a week they received a thorough briefing on the Army Aviation School and an equally thorough flight indoctrination in the school's technique of "attitude flying."

They tested the L-19, the L-20 De Havilland *Beaver*, the L-23 Beechcraft *Twin-Bonanza*, and the Bell H-13 helicopter. Within a week, under the watchful eyes of Army instructor pilots, CAP officers were operating the L-19 in and out of the same strange fields and tiny, restricted forward area strips used in the highly specialized course of instruction given Army aviators.

Learn "Attitude Flying"

Of special interest to CAP fliers was the "attitude flying" technique, which, in contrast to the usual power stall or slip technique in short field operation, keeps the aircraft in a straight and level attitude at all times.

Speaking for the visitors, Col. Speirs hailed the obvious advantages of the "attitude" system if applied to the type of flying necessary in the operational missions CAP is called upon to perform.

"We operate light aircraft," he said, "from the same makeshift type of flying fields which might be found in frontline combat areas. The advantages of 'attitude flying' include positive control of the aircraft during all phases of the landing by eliminating the approach to a stall.

"If some way could be found whereby CAP pilots could receive instruction in this method of flying, it would enhance our operational capability and our flying safety record immeasurably," he observed.

A report prepared by Maj. Gen. Walter R. Agee, CAP national commander, pointed to "three significant parallels between the CAP senior program and Army Aviation—the marked similarity in the utilization of light aircraft, the flying techniques and the type of aircraft used" and called for "a closer relationship to be established between CAP and Army Aviation." ✖✖

Pentagraphs

New AF Reg 45-33, entitled "Six Months Active Duty Training for Ready Reserve Assignment," should begin filtering into the field this month. The regulation outlines the following categories: *Entry of Non-prior Service Personnel into Training Category A units; Enlistment of Critically Ill Personnel; and Six Months Active Duty for Training Program for Officers.* Each category includes a detailed guide to what the program is, who is eligible, and the procedures for entry into the individual programs as well as the many miscellaneous provisions of the over-all program.

* * *

NBC's *Wide Wide World*, in cooperation with the USAF, will do a TV show entitled *Flight* on Sunday, March 1. The program includes live pickups of historical significance at the AF Museum located at Wright-Patterson AFB, mid-air refueling operation and other AF activities currently being filmed. On May 12, *Wide Wide World* will operate with all of the Armed Forces in televising a show *Pressing Power for Peace*.



Above is one of the first official photos of the X-10, North American Aviation's unmanned test vehicle for the F SM-64 NAVAHO intercontinental strategic guided missile weapon system program. Flight testing of the X-10 has been concluded at the USAF Missile Test Center, Fla. The X-10 has been successfully flown at high supersonic speeds in a series of tests by the company's missile Development Division as a part of the over-all NAVAHO program to prove out the missile's aerodynamic design and its guidance and control systems.

* * *

The AF is taking dead aim at two major deficiencies of the Reserve Officers Personnel Act. This was revealed by Secretary of the AF, Donald A. Quarles at a meeting of the ROA, National Executive Council, recently. The Secretary highlighted ROPA rules which have proved unpopular with reservists since the enactment of the law. In explaining the changes the USAF will seek in its legislative program, Quarles stated that among the most important proposals are those that will allow continued promotions to fill unit vacancies and to provide for retention of certain officers who may have been prematurely promoted out of our Ready Reserve units.

The Civil Aeronautics Administration has a continuing need for technical personnel, particularly engineers, air traffic controllers, radar technicians, communicators, and electronic technicians. There are also employment opportunities in positions requiring a background in flying, aircraft maintenance, aircraft operations, and the enforcement of flying regulations. Positions are located throughout the continental United States, and in Alaska, Hawaii and the Canal Zone. Information on the qualification requirements, conditions of employment and advantages of CAA employment may be obtained by writing to the Personnel Officer, Civil Aeronautics Administration, Washington 25, D.C.

* * *

Regular and Reserve AF personnel shortly will be able to see the CAP story on the screen. A 15-minute color film documentary telling the role of CAP in civil defense and disaster relief entitled "Sky Sentinels" has been made a "Commanders' Call" item by the USAF. Black and white prints also will be made available from USAF Film Exchanges for CAP units, reserve organizations and civilian groups. Another film, "Hero Next Door" telling a detailed story of CAP has just been completed by a civilian contractor employed by the USAF. It is expected that this film also will be available within 90 days. "Sky Sentinels" was produced by Lear Inc., as a public service to the CAP. "Hero Next Door" is an AF-produced film. A third CAP film documentary on the International Cadet Exchange will be shot in Europe and the U.S. this summer. It is being sponsored as a public service by the Pure Pak Division of Ex-cello Corporation.

* * *

AF Division, National Guard Bureau, has announced the 1957 Ricks Memorial Trophy Event will be flown from Municipal Airport, Fresno, Calif., to Andrews AFB, Md., on July 28. Only units equipped with F-84F and RF-84F aircraft will be eligible to nominate participants. Plans for this year's event include two notable changes: (1) Refueling stops will not be deleted at pilot's discretion. They will be at designated ANG bases enroute. (2) Quick turn-arounds have been eliminated and the winner will be determined on elapsed flight time only.

* * *

The National Guard Bureau has procured a substantial quantity of the Radio Communications Photo-Sound course for home study from the Electronic Technical Institute of Inglewood, Calif. The purpose is to provide training material for ANG units authorized communications and electronics personnel. Any student applying for the course and who is considered qualified and accepted by the unit CO will receive training which ordinarily would cost him about \$400 if he were to purchase the course for home study.

* * *

Each Base Exchange throughout the AF has established an "Airmen's Book Shelf" which handles merchandising of hard-cover literature encompassing the entire area of military-civilian aviation; fiction, non-fiction, technical, historical, etc. As new works on air power appear, they will go into the BX's. This provides excellent opportunity to build up home libraries since books may be purchased cheaper at these exchanges than through normal commercial channels. Reservists with BX privileges may buy this material at the ZI exchanges currently in business.

pictures of the month



Mayor Harry Marks (l) of Modesto, Calif., accepts for the city the Def Dept Reserve Award, while Lt. Col. A. Grimes, Modesto reservist, Lt. Col. L. Philibosian, Sacramento AResC commander; and Maj. L. Windus, Stackton ARSq commander (l to r) look over the accompanying pennant.



Viewing the J-47 jet engine is part of a group of students who recently toured the Denver (Colo.) AResC. Students comprise the Air Education class at West Jr. High School and were entertained by the Denver Center as part of "Air Age Week." Capt. Jock Boll of Lowry AFB instructs.



Col. J. O. Bradshaw, cmdr, 434th Trp Carr Wg (center) receives flying safety plaque from Maj. Gen. R. E. L. Eaton, 10AF cmdr. Col. B. W. Foster, cmdr of Bakalor AFB is at right.



Mayor Clifford E. Rishell issues a proclamation naming Reserve Airmen Week in Oakland, Calif. Looking on are T/Sgt. Rosaline Levenson of 9080th ARGp, and Lt. Col. Bill Brown.



Lt. Col. James Kelly, Jr., cmdr, Akron, Ohio AResC places safety sign on an Akron Trucking Assn. trailer as part of National Safety Campaign. "Sandy" Pett and R. B. Walsh observe.

THE AIR

Reservist

APRIL 1957

SUMMER ENCAMPMENTS

page 6

"WELCOME ABOARD"

page 8



THE LIBRARY OF THE

UNIVERSITY OF ILLINOIS

THE BIG DIFFERENCE

see page 5

THE AIR *Reservist*

VOL. IX

NO. 4

April 1957



Cover: Airmen check newly acquired C-119 at the Transition Training School, Bakalar AFB, Ind. See "The Big Difference" on page 5.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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CONTENTS

| | |
|------------------------------|----|
| The Big Difference | 5 |
| Summer Encampments | 6 |
| "Welcome Aboard" | 8 |
| Mail Bog | 10 |
| AFROTC Flight Training | 11 |
| Cross Country | 12 |
| Reserve Comero | 13 |
| Pentagrophs | 15 |
| Pictures of the Month | 16 |

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget 15 July 1955.

Air Reservists to Staff Ten New ConAC Medical Units Scheduled for Activation

Activation of ten new medical units this month has been announced by ConAC. Lt. Gen. Charles B. Stone III, commander, disclosed that these units would greatly augment facilities of the U.S. Air Force medical service in event of mobilization.

With facilities projected for 6,000 bed patients, the new medical units will be manned by Air Reservists from Center location areas. Brig. Gen. Harold H. Twitchell, ConAC surgeon, revealed that the units will be located at Air Reserve flying and training centers throughout the country.

Training of reservists assigned will be supervised by Air Reserve Centers. The reservists will be authorized the usual 48 training periods, plus 15-day active duty tours.

Medical unit reservists will train as a unit during their 15-day tours, while inactive duty training will be accomplished during weekends. Special short school training tours are also authorized.

Training at the medical units will include an individual specialty program designed to qualify individuals for duty performance in specific AF medical fields. This training, for the most part, will be accomplished through on-the-job instruction.

ConAC's AFRes medical training program provides refresher continuation and qualification training for prior service officers and airmen.

Objective of the program is to train Air Reserve medical units and individuals to a high readiness degree as swiftly as possible.

Training facilities for reserve medical
see MEDIC UNITS page 6

Recall of Reserve Airmen Due in Critical Skills

The AF has a limited requirement for the recall of reserve airmen within certain hard-core specialty areas. Qualified airmen will be recalled for 4-year active duty tours.

Interested personnel should contact their unit of assignment or a nearby AF installation to determine whether their skills are listed in AFR 35-81 as either "needed," "scarce," or "needed overseas."

Applications for recall under this program should be submitted on AF Form 125 to the Commander, Air Reserve Records Center, through reserve unit of assignment. If applicant is accepted for EAD, reenlistment may be accomplished in such cases that insufficient time remains in current enlistment.

May Apply for Technical Training

Reserve airmen in pay grades E-1 through E-4 who do not possess a specialty required for recall may apply for the purpose of undergoing technical training.

Restrictions on the recall of reserve airmen include: airmen must be physically qualified; airmen in pay grades E-1 through E-3 and pay grade E-4, who have less than four years' service for pay purposes, must have less than two dependents; specialty skill level must be within the appropriate grade spread; airmen applying for reenlistment and/or technical school must have qualifying AQE Test Scores.

Col. Wood Takes Over As Chief, ISO, ConAC

Col. Allen H. Wood has succeeded Col. George A. Carter as ConAC's ISO chief.

Before reporting to Mitchel AFB, Col. Wood was ISO at Northeast Air Command, Pepperrell AFB, Newfoundland.

The new ConAC ISO chief served three years as a bomber pilot in the Central Pacific during WWII.

Born in Greece, N.Y., Col. Wood was graduated from Brockport (N.Y.) State Teachers College with a BS degree and holds a Master of Science degree from the U. of Omaha.

Prior to WWII, he worked for Eastman Kodak in Rochester, N.Y.

Col. Carter, former ConAC ISO, is now attending the Army War College at Carlisle Barracks, Pa. Lt. Col. Ernest L. Smith has been Acting ISO since Col. Carter's departure last July.

Col. Wood is a graduate of the AF's Air Command & Staff School.



Col. Wood

first 6-month trainees graduate

Pioneer Airmen Complete Basic and Technical Training

CHEYENNE, Wyoming, was the scene of an historic graduation ceremony last month. Four young pioneers celebrated their successful emergence from the AF Technical Training School at Francis E. Warren AFB. First to complete basic and technical training and promoted to airmen third class under the AF's 6-month training program, they were Charles F. Adams, Douglas L. Scott, William D. Coons, and Walter W. Wedemeyer.

The airmen, unscarred by their noble experiment, were obviously enthusiastic with the program which has permitted this painless method of meeting their military obligation—and, at the same time, has supplied an exceptional vehicle for them to train and foster plans for tomorrow.

May Choose Unit

The four 18-year-olds may now fulfill the remainder of their 8-year military obligation while training at home; the learn-as-they-learn way. By volunteering, they have been assured of assignment in a unit of their own choosing.

The program went into effect on October 1, 1956. The primary phase involves 17 and 18½-year-olds who are being recruited on a highly selective basis. It is pointed toward high school graduates; however, any individual within the age group is eligible by passing the Airman Qualification Examination(AQE). High school seniors also



One of the technical schools at Francis Warren in session. It takes many technical skills to "Keep 'Em Flying," and the new AFRes program is designed to get trainees off to a good start.

will be considered though the AF heartily endorses the completion of secondary school by such individuals who will not be entered into training until after graduation. Enlistments are being controlled to insure that the applicant has a genuine interest in the AF and final selection is based on high mental and moral standards.

The military training offered by the 6-Month Trainee Program is designed to help the qualified young man think ahead to his career, be it military or civilian. His gain in practical experience alone may bridge the stepping stones to civilian positions with any number of large civilian concerns.

Recruitment of 6-month trainees into the AFRes was provided for by the Reserve Forces Act of 1955. The plan is for 2,500 young men without prior service to enter the program by July 1, 1957. Within a year of that date, it is expected that 6,500 youths will have participated.

Here is a capsule of how the program works:

Initially, the 6-month enlistee is given the fundamentals of AF military training at Lackland AFB, San Antonio, Tex., followed by training in an AF specialty

at one of the various technical schools set up throughout the country. This generally terminates the 6-month active duty tour. The trainee then returns to the reserve unit nearest his home and participates in AFRes training for an additional 7½ years in order to fulfill the 8-year service requirement of the Reserve Forces Act. As a member of an Air Reserve unit nearest his home, he will train one weekend a month, and must also attend an annual summer encampment for 15 days. This amounts to approximately 29 training days each year. He is paid for each training day and also accrues full AF retirement benefits and is eligible for periodic promotions. During such training, dental and medical care are available to him as well as the use of such facilities as the base exchange which is open for his use while he is on duty.

44 Technical Courses

Within the framework of the program, the AF offers 44 technical courses embodying such diversified fields as aircraft and engines, photography, communications, medical specialties, electricity, wire maintenance, electronic navigation equipment, fire control systems, hydraulics, instruments, weapons, munitions, baking, cooking, and warehousing.

The brightest aspect of this all-encompassing program is that it was designed for mutual profit. The AF stands to gain thousands of highly skilled technicians who will fill vital slots in active Air Reserve units . . . industry is enriched by an influx of experienced young blood . . . the 6-month trainee gains training, experience, money, the fulfillment of his military obligation and the satisfaction of doing his share in the world community.



Wedemeyer, Scott, Coons and Adams (l-r) are greeted by Wyoming's Gov. Simpson.



Airmen Coons and Scott (l-r) relax after a training session at Francis E. Warren AFB.

Reservists Soon to Receive Mobilization Assignments Under Match-Merge Project

The mobilization requirement for individuals to be trained in Air Reserve Centers is now being distributed and individuals will soon be receiving assignments to the mobilization positions contained within the requirement.

Funds, facilities, and manpower will be provided only for the support of training of those individuals who are assigned to these positions. Thus, training of non-mobilization reservists at Air Reserve Centers will of necessity be reduced rather than increased. Where facilities and manpower permit, some training and administration of non-mobilization reservists can be accomplished.

Training of individual reservists within Air Reserve Centers, beginning with FY58, will be geared therefore to a more economical operation than in the past. Training will be based on the mobilization requirements rather than providing training for training's sake.

A ConAC delegation, chaired by Brig. Gen. Felix L. Vidal, deputy commander for Reserve Affairs, met at Research & Development Command last month for a 2-day discussion on the Match-Merge program.

Although many AFRes units actually belong to other commands, ConAC is responsible for the overall Air Reserve training mission. Because of this, it has been determined that closer liaison between ConAC and the other major commands is necessary to more effectively train and utilize Air Reservists.

Accordingly, commands have agreed to meet quarterly to interchange ideas and discuss information relative to reserve matters, such as the Match-Merge program.

Due to these limitations, it is planned that general training materials now provided for non-mobilization reservists will be phased out and replaced with those materials prepared for the training of mobilization reservists. In general, greater emphasis will be placed on encouraging non-mobilization reservists to enroll in courses available at the Extension Course Institute and thus earn points for retention and retirement through home study.

Non-mobilization reservists, however,

as stated above, may continue to train where it is within the capability of an Air Reserve Center to provide such training. It is probable that individuals now enrolled in general training may continue training at Air Reserve Centers throughout FY58.

Receipt of the mobilization requirements will also result in some changes in the training of those reservists assigned to mobilization positions. Specialty training is being reviewed through comparison of the total numbers of reservists required in a specialty, the number of reservists in one specialty assigned to a location, and minimum class size most economical to conduct. Initial studies indicate that there will be a reduction in classroom specialty training and an increase in classroom instruction in staff and command, and leadership courses.

Should this occur, required specialty training would be received by reservists through ECI correspondence courses, resident refresher courses conducted by Air Training Command, and on-the-job

training with the reservist unit of assignment during his annual active duty tour. In order to continue conducting specialty training, AF specialties will be grouped by locations wherever feasible.

It is expected that a new series of courses in command, staff and leadership subjects will replace certain specialized materials now in the program. These courses are a result of recommendations of the Individual Reserve Training Program Board which met in 1956. Other recommendations will be implemented by the end of this fiscal year. One recommendation concerning 24 additional pay periods for reserve instructors who also hold mobilization positions, is one in which training officers of the Air Reserve Centers are vitally interested. Indications are that favorable action on this recommendation may be expected by the end of this fiscal year.

The training of individuals in specific mobilization positions has been the goal of the AF during the past years. This goal is now reached and will assist immeasurably in providing a strong combat ready reserve who can accomplish their assigned duties in the event of mobilization.

Fourteenth Air Force Association Seeks "Flying Tiger" Veterans for Membership

The Fourteenth Air Force Association, the famed "Flying Tigers" of WWII, has launched a membership drive.

Veterans who served with the 14AF in the China theater during WWII are eligible for membership. Fourteenth AFA members are being requested by the association to contact their former "Flying Tiger" buddies and urge them to become members.

Fourteenth AFA members will be mailed the Association's periodical, the "Bulletin"—which carries late news concerning doings of their "Flying Tiger" buddies, annual convention plans, and achievements of the Association's Scholarship Fund.

Membership dues are \$4 annually—along with anything extra members care to contribute to the Fourteenth AFA's Scholarship Fund.

Applications and further details on Association membership may be gained through contacting Harold Caplan, vice president for membership, at the Fourteenth Air Force Association, Inc., 517 Hamilton Street, Allentown, Pa.

The famed "Flying Tigers" were lit-

erally activated under fire at Rangoon, Burma during the summer of 1941.

Originally known as the American Volunteer Group, they were initially comprised of former Army, Navy and Marine Corps pilots who had volunteered their services to the Chinese government. Their commander was the famed veteran fighter pilot, Gen. Claire L. Chennault.

The "Flying Tigers" flew from the very first against heavy odds. Their exploits became famous in air war history.

Still headed by Gen. Chennault, the "Flying Tigers" were reorganized into the China Air Task Force in July 1942. Finally, in March 1943, the CATF and other units—including bomber outfits—were once again reformed into the 14AF.

Following surrender of the Japanese in 1945, the 14AF was inactivated. However, it was again established the following May as a unit of the Air Defense Command at Orlando, Fla.

Now located at Robins AFB, Ga., the 14AF is currently commanded by Maj. Gen. George G. Finch.

Transition Training of Troop Carrier Wings Make . . .

THE BIG DIFFERENCE

"There's sure a big difference!"

This terse comment emanated from Capt. Herbert Zumhinst who is a pilot with the 434th Troop Carrier Wing and whose erstwhile mode of conveyance had been the C-46, the old workhorse of the AFRes TCW's.

The locale of the comment and the story was the C-119 Transition Training School at Bakalar AFB, Ind., and the *raison d'être* is the large-scale comprehensive conversion program aimed at beefing up the AFRes troop carrier wing potential.

Capt. Zumhinst is part of the vanguard of Air Reservists participating in this important program which has been gaining impetus via schools mushrooming throughout ConAC's numbered air forces. His reference was obvious: the C-119 is bigger, more powerful and more complex. In addition to over-all appearances, there are little mental and physical adjustments to consider in techniques and capacities.

To name a few: The C-46 requires man-muscles to shove its cargo through two comparatively small doors; in a C-119, a finger gently presses a button activating the huge doors which automatically bulge open to discharge its cargo into space. Then there's the matter of payload; the C-119 has a capacity for 20,000 pounds of equipment while the C-46 is limited to 8,000 pounds.

Obviously, the acquisition of the *Flying Boxcar* will enhance the combat readiness of the AFRes troop carriers. It is because of its many advantages that the C-119 Transition Training Program has been given top priority by USAF and ConAC and has actually been pushed ahead of schedule.

The 434th TCW is just one of 15 AFRes units in the process of converting to C-119's. Bakalar officially opened its Central Instructors School on March 18. However, it first had to face up to a particular major problem. Since the initial C-119 did not arrive until December, there wasn't a pilot on base who could fly the aircraft. Thus, members of the 434th had to be drafted into what might be labeled as a "pre-transition training school-at-large."



Yes, there is a big difference! Special curtains had to be improvised at Bokolor to get the C-119 into hangars which had previously housed C-46's.

Several key pilots from the 434th TCW and the 2466th ARFC were sent to Pope AFB, N.C., for a 2-week indoctrination period. Here they received classroom instruction on the operation of the *Boxcar*. After they had completed the course and in the process had logged approximately 50 hours flying time, the pilots were checked out as bona fide C-119 instructor pilots.

These newly initiated are now instructing other members of the 434th in the operation of the C-119.

This is the basic concept of the type of training AFRes pilots are receiving, both flying and academic:

The pilot is required to fly about 50 hours in the aircraft. The student pilot serves the majority of this period as first pilot. Approximately 60 hours are spent on academic instruction. This is usually conducted through small discussion groups with frequent references to the flight handbook, charts, and actual examinations of the aircraft. Aircraft systems and methods of ground handling also are studied.

The entire 434th TCW is expected to be converted within five or six months. Approximately 150 of its pilots must be checked out, and, just as importantly, its ground crew and support personnel must be trained.

The problems of conversion are not indigenous to the 434th alone. Here is a brief summary of the current status of other AFRes troop carrier wings:

To the 1AF goes the honor of operating the first C-119 transition school. Five pilots, two aerial engineers, and eight aircraft maintenance type, members of the base personnel and the 302d TCW attended inaugural classes at Clinton County Airport, Wilmington, Del., on Jan. 14. Since this auspicious debut, the entire 302d has undergone transition

see DIFFERENCE page 7

Col. John Bradshaw (l) cmdr of 434th TCW and Capt. Zumhinst taking off in the old C-46. Capt. Zumhinst has since been checked out in the C-119.



Standing sentry before the Bakalar AFB tower, this C-119 is one of many such planes projected to build up potential of AFRes troop carrier wings.

AFRes Summer Encampments

| Reserve Unit | Home Station | AD Tng Site | AD Tng Dates |
|----------------------------|------------------------|----------------------|-------------------|
| FIRST AIR FORCE | | | |
| 89th F-B Wg | Hanscom AFB, Mass. | Grenier AFB, N.H. | 1-15 Sept |
| 302d T-C Wg | Clinton Co AFB, Ohio | Clinton Co AFB, Ohio | * 28 June-12 July |
| 375th T-C Wg | Pittsburgh, Pa. | Pope AFB, N.C. | 17-31 Aug |
| 436th T-C Wg | Floyd Bennett, N.Y. | Grenier AFB, N.H. | 15-29 July |
| 445th F-B (TC) Wg | Niagara Falls, N.Y. | Grenier AFB, N.H. | * 30 June-28 July |
| 459th T-C Wg | Andrews AFB, Md. | Clinton Co AFB, Ohio | * 1-29 June |
| 512th T-C Wg | N. Castle Co AFB, Del. | Grenier AFB, N.H. | * 14 July-11 Aug |
| 514th T-C Wg | Mitchel AFB, N.Y. | Sewart AFB, Tenn. | * 3-31 Aug |
| 11th Aerial Port Sq | Mitchel AFB, N.Y. | Pope AFB, N.C. | 29 Sept-13 Oct |
| 12th Aerial Port Sq | Pittsburgh, Pa. | Pope AFB, N.C. | 4-18 Aug |
| 19th Aerial Port Sq | N. Castle Co AFB, Del. | Pope AFB, N.C. | 15-29 June |
| Det#2, 11th AACCS Sq (E&I) | Mitchel AFB, N.Y. | Mitchel AFB, N.Y. | 4-18 Aug |
| 8703d Flt Fac Ckng Sq | Mitchel AFB, N.Y. | Mitchel AFB, N.Y. | 3-17 Aug |
| | | | 10-24 Aug |

(*Split encampments in order to balance more equally training workload with the ARFC training capability. Wing hq, air base gp, M&S gp, hospital, tac gp, and one tac sq w/attend AD tng during one of the 15-day periods; remaining tac sqdns w/attend AD tng during other 15-day period.)

FOURTH AIR FORCE

| | | | |
|----------------------------|----------------------|----------------------|----------------|
| 349th F-B (TC) Wg | Hamilton AFB, Calif. | Chico, Calif. | 18 Aug-1 Sept |
| 403d T-C Wg | Portland, Oregon | Chico, Calif. | 28 July-11 Aug |
| 452d T-B (TC) Wg | Long Beach, Calif. | Chico, Calif. | 7-21 July |
| 17th Aerial Port Sq | Paine AFB, Wash. | Chico, Calif. | 28 July-11 Aug |
| 302d Air Rescue Sq | Williams AFB, Ariz. | Hamilton AFB, Calif. | 4-18 Aug |
| 303d Air Rescue Sq | Long Beach, Calif. | Hamilton AFB, Calif. | 7-21 July |
| 8704th Flt Fac Ckng Sq | Hamilton AFB, Calif. | Hamilton AFB, Calif. | 28 July-11 Aug |
| Hq 12th AACCS Sq (Mob) | Mather AFB, Calif. | Mather AFB, Calif. | 4-18 Aug |
| Det#2, 12th AACCS Sq (M) | Travis AFB, Calif. | Travis AFB, Calif. | 7-21 July |
| Det#3, 12th AACCS Sq (M) | G. Wright AFB, Wash. | Fairchild AFB, Wash. | 14-28 July |
| Det#4, 12th AACCS Sq (M) | Castle AFB, Calif. | Castle AFB, Calif. | 14-28 July |
| Det#5, 12th AACCS Sq (M) | Hill AFB, Utah | Hill AFB, Utah | 7-21 July |
| Det#6, 12th AACCS Sq (M) | Norton AFB, Calif. | Norton AFB, Calif. | 11-25 Aug |
| Det#7, 12th AACCS Sq (M) | Hamilton AFB, Calif. | Hamilton AFB, Calif. | 7-21 July |
| Det#1, 11th AACCS Sq (E&I) | Hamilton AFB, Calif. | Hamilton AFB, Calif. | 7-21 July |
| 8461st Pers Proc Gp | Long Beach, Calif. | Parks AFB, Calif. | 14-28 July |
| 8465th Air Term Sq | Tacoma, Wash. | McChord AFB, Wash. | 7-21 July |
| 8466th Air Term Sq | Fresno, Calif. | Travis AFB, Calif. | 11-25 Aug |
| 8467th Air Term Sq | Boise, Idaho | Travis AFB, Calif. | 11-25 Aug |

TENTH AIR FORCE

| | | | |
|--------------------------|------------------------|----------------------|----------------|
| 94th T-B (TC) Wg | Scott AFB, Ill. | Bakalar AFB, Ind. | 18 Aug-1 Sept |
| 434th T-C Wg | Bakalar AFB, Ind. | Bakalar AFB, Ind. | 6-20 July |
| 437th T-C Wg | O'Hare Intl Aprt, Ill. | Bakalar AFB, Ind. | 20 July-4 Aug |
| 438th F-B Wg | Milwaukee, Wisc. | Memphis MAP, Tenn. | 18 Aug-1 Sept |
| 439th F-B Wg | Selfridge AFB, Mich. | Memphis MAP, Tenn. | 3-17 Aug |
| 440th F-B (TC) Wg | Minneapolis, Minn. | Bakalar AFB, Ind. | 4-17 Aug |
| 442d T-C Wg | Grandview AFB, Mo. | Bakalar AFB, Ind. | 15-29 June |
| 13th Aerial Port Sq | O'Hare Intl Aprt, Ill. | Sewart AFB, Tenn. | 29 Sept-13 Oct |
| 16th Aerial Port Sq | Bakalar AFB, Ind. | Donaldson AFB, S.C. | 16-30 June |
| Hq 11th AACCS Sq (Mob) | Scott AFB, Ill. | Scott AFB, Ill. | 7-21 July |
| Det#3, 11th AACCS Sq (M) | Selfridge AFB, Mich. | Selfridge AFB, Mich. | 7-21 July |
| Det#4, 11th AACCS Sq (M) | McConnell AFB, Kan. | McConnell AFB, Kan. | 7-21 July |
| Det#5, 11th AACCS Sq (M) | Offutt AFB, Neb. | Offutt AFB, Neb. | 7-21 July |

FOURTEENTH AIR FORCE

| | | | |
|--------------------------|---------------------|-----------------------|-----------------|
| 319th F-B Wg | Memphis, Tenn. | Memphis MAP, Tenn. | 2-16 June |
| 433d T-C Wg | Brooks AFB, Tex. | Miami Intl Aprt, Fla. | 4-18 Aug |
| 435th T-C Wg | Miami, Fla. | Miami Intl Aprt, Fla. | 9-25 June |
| 446th T-C Wg | Ellington AFB, Tex. | Miami Intl Aprt, Fla. | 7-21 July |
| 448th F-B Wg | Hensley Field, Tex. | Memphis MAP, Tenn. | 30 June-14 July |
| 482d F-B Wg | Dobbins AFB, Ga. | Memphis MAP, Tenn. | 14-28 July |
| 301st Air Rescue Sq | Miami, Fla. | Miami Intl Aprt, Fla. | 11-25 Aug |
| 14th Aerial Port Sq | Sewart AFB, Tenn. | Memphis MAP, Tenn. | 4-18 Aug |
| 15th Aerial Port Sq | Donaldson AFB, S.C. | Memphis MAP, Tenn. | 9-25 June |
| 18th Aerial Port Sq | Pope AFB, N.C. | Memphis MAP, Tenn. | 7-21 July |
| 8705th Flt Fac Ckng Sq | Robins AFB, Ga. | Robins AFB, Ga. | 5-19 June |
| Hq 13th AACCS Sq (Mob) | Tinker AFB, Okla. | Undetermined | 2-16 June |
| Det#1, 13th AACCS Sq (M) | Bergstrom AFB, Tex. | Undetermined | 30 June-14 July |
| Det#2, 13th AACCS Sq (M) | Connally AFB, Tex. | Undetermined | 2-16 June |
| Det#3, 13th AACCS Sq (M) | Hunter AFB, Ga. | Undetermined | 14-28 July |

see AFRes ENCAMPMENTS page 7

■ MEDIC UNITS from page 2

units will be provided through joint use of Air Reserve Centers or other AF or Defense Department installations. In the event existing Government-owned facilities are not available, municipal or civilian facilities will be leased.

Eligibility requirements for program participation stipulate that individuals must be physically qualified and be immediately available for active military service in event of an emergency. Air Reserve officers must meet age-in-grade requirements, which provision does not apply to reserve airmen.

Following are the 10 AFRes medical units to be activated, the centers to which they are assigned and their locations:

| Medical Units | Centers | Locations |
|----------------------------------|--------------|-----------------------|
| 616th USAF Hospital (1,000 beds) | 2547th ARFC | Long Beach, Calif. |
| 635th USAF Hospital (1,000 beds) | 2610th AResC | New York, N.Y. |
| 657th USAF Hospital (1,000 beds) | 2692d AResC | New Orleans, La. |
| 640th USAF Hospital (1,000 beds) | 2650th AResC | Chicago, Ill. |
| 622d USAF Hospital (500 beds) | 2693d AResC | Fort Worth, Tex. |
| 619th USAF Hospital (500 beds) | 2609th AResC | Boston, Mass. |
| 620th USAF Hospital (250 beds) | 2698th AResC | Tampa, Fla. |
| 628th USAF Hospital (250 beds) | 2611th AResC | Baltimore, Md. |
| 631st USAF Hospital (250 beds) | 2643d AResC | San Francisco, Calif. |
| 625th USAF Hospital (250 beds) | 2658th AResC | Indianapolis, Ind. |

10AF Wins ConAC's Admin. Plaque for Second Time

ConAC's Administrative Effectiveness Plaque has been awarded to 10AF for the second time.

The plaque is awarded quarterly on a rotating basis to the ConAC numbered air force judged most effective in fulfilling its administrative requirements. Judging is according to the ConAC Rating System, which sets up the amount of points that may be earned in 43 selected areas.

Original winner of the plaque was 14AF for the fourth quarter of FY56. Subsequently, 10AF has retained possession.

At the end of eight quarters (end third quarter FY58), the plaque will become the permanent possession of the numbered air force earning the highest number of quarterly awards.

DIFFERENCE from page 5

aining. Another 1AF unit, the 459th CW, began its transition training at Andrews AFB last month.

During this month, the 1AF expects to open other schools at Grenier AFB and at Niagara Falls. The 81st TC squadron will operate out of Grenier and the 445th Fighter-Bomber Wing—now in the process of being converted to a troop carrier unit—will school at Niagara Falls. The 512th TCW's schedule for transition is not yet determined.

ATC and 18AF Help

The 14AF has been conducting transition training at Miami International Airport. Currently, only the 435th TCW whose home base is at Miami is involved.

The 435th is training under unique circumstances. A mobile training detachment from the ATC has been located at Miami to give the wing the necessary ground instruction in the new carrier. Meanwhile, the 18AF supplies the aerial schooling by scheduling its C-119 flights to Miami during the weekend. By thus accomplishing its training assembles, these regulars are able to give key personnel of the 435th the flying training required for the change-over.

The 4AF has scheduled two of its units for conversion beginning July. They are the 452d Tac Bomb and 349th Fighter-Bomber Wings at Long Beach and Hamilton AFB's, Cal., respectively. Both will become troop carriers and will fly C-46's.

Constantly Organized

Behind this wholesale change-over is the AF's determination to have its reserve forces constantly organized in a manner to meet any future mobilization requirements. To carry out this plan, some 350 C-119's will be assigned to reserve troop carrier units by Oct. 1. As part of its scheme to beef up the entire AFRes structure, C-119's and F-86H's will constitute the greater portion of the AFRes aircraft inventory. Following several programmed redesignations, the AFRes will have 18 troop carrier wings and six fighter bomber wings. Transition training for fighter bomber wings is formulating and will reach a peak during the summer encampments.

In a nutshell, the key word to Air Reservists these days is "transition." Action in that direction has been "speaking louder than mere words." ✚✚

ANG Summer Encampments

| Training Site and Organization | Home State | Training Dates |
|---|------------------------------------|-----------------|
| Otis AFB, Falmouth, Mass. | | |
| 101st Air Def Wg | Maine, New Hampshire, Vermont | 17-31 Aug |
| 102d Air Def Wg | Massachusetts | 20 July-3 Aug |
| 103d Air Def Wg | Connecticut | 3-17 Aug |
| 108th Ftr Intcp Wg | New Jersey | 6-20 July |
| 130th Air Resupply Gp | West Virginia | 22 June-6 July |
| 143d Air Resupply Gp | Rhode Island | 8-22 June |
| | | 20 July-3 Aug |
| Hancock Field, Syracuse, N.Y. | | |
| 106th Tac Bomb Wg | *New York | 15-29 June |
| 107th Air Def Wg | | |
| 105th Ftr Gp & 136th Ftr Sq | New York | 4-18 Aug |
| 107th Air Def Wg | | |
| 107th Ftr Gp & 109th Ftr Gp | New York | 18 Aug-1 Sept |
| 111th Air Def Wg | Pennsylvania | 30 June-14 July |
| 112th Ftr Intcp Wg | Pennsylvania | 20 July-3 Aug |
| (*Field training site and dates for 149th Tac Bomb Sq, Va., undetermined.) | | |
| Travis Field, Savannah, Ga. | | |
| 113th Ftr Intcp Wg | D.C., Maryland, Delaware | 6-20 July |
| 116th Ftr Intcp Wg | Georgia, South Carolina | 22 June-6 July |
| 123d Ftr Intcp Wg | Kentucky, N. Carolina, W. Virginia | 8-22 June |
| 125th Ftr Intcp Wg | Florida | 10-24 Aug |
| Municipal Airport, Gulfport, Miss. | | |
| 117th Tac Recon Wg | Alabama, Mississippi | 18 Aug-1 Sept |
| 118th Tac Recon Wg | Tennessee, Arkansas | 23 June-7 July |
| 131st Tac Bomb Wg | Missouri, Louisiana | 27 July-10 Aug |
| 136th Ftr Intcp Wg | Texas | 2-16 June |
| Phelp-Collins ANG Base, Alpena, Mich. | | |
| 110th Ftr Gp | Michigan | 13-27 July |
| 121st Ftr Intcp Wg | Ohio | 27 July-10 Aug |
| 122d Ftr Intcp Wg | Indiana | 15-29 June |
| 126th Ftr Gp | Illinois | 10-24 Aug |
| 127th Air Def Wg and | | |
| 127th Ftr Gp | Michigan | 29 June-13 July |
| Volk Field, Camp Douglas, Wisc. | | |
| 114th Ftr Gp | South Dakota | 17-31 Aug |
| 115th Ftr Gp | Wisconsin | 15-29 June |
| 119th Ftr Gp | North Dakota | 13-27 July |
| 128th Air Def Wg | Wisconsin | 22 June-6 July |
| 128th Ftr Gp | Wisconsin | 29 June-13 July |
| 133d Air Def Wg | | |
| 133d Ftr Gp & 179th Ftr Sq | Minnesota | 3-17 Aug |
| Natrona County Airport, Casper, Wyo. | | |
| 124th Ftr Gp | Idaho | 22 June-6 July |
| 132d Ftr Intcp Wg | Iowa, Nebraska | 17-31 Aug |
| 137th Ftr Intcp Wg | Oklahoma, Kansas | 6-20 July |
| 140th Ftr Intcp Wg | Colorado, N. Mexico, Wyoming | 8-22 June |
| Gowen ANG Base, Boise, Idaho | | |
| 129th Air Resupply Gp | California | 27 July-10 Aug |
| 142d Air Def Wg, 116th Ftr Sq | | |
| 120th Ftr Gp & 142d Ftr Gp | Washington, Oregon, Montana | 15-29 June |
| 144th Ftr Intcp Wg | California, Nevada, Utah | 6-20 July |
| 146th Ftr Intcp Wg | California, Arizona | 17-31 Aug |
| (Scheduled to train at other than permanent field training sites are close to 100 separate squadrons, too numerous to list here.) | | |

■ AFRes ENCAMPMENTS from page 6

| | | | |
|----------------------------|--------------------|-------------------|-----------------|
| Det #4, 13th AACs Sq (M) | Kelly AFB, Tex. | Undetermined | 30 June-14 July |
| Det #5, 13th AACs Sq (M) | Brookley AFB, Ala. | Undetermined | 2-16 June |
| Det #6, 13th AACs Sq (M) | MacDill AFB, Fla. | Undetermined | 14-28 July |
| Hq 11th AACs Sq (E&I) | Tinker AFB, Okla. | Tinker AFB, Okla. | 9-23 June |
| Det #3, 11th AACs Sq (E&I) | Robins AFB, Ga. | Robins AFB, Ga. | 9-23 June |

(Note: The following units, recently activated, will have no unit AD tng this year: 1AF—8450 Pers Proc Gp, Baltimore, Md; 8451 Pers Proc Gp, Pittsburgh, Pa; 8455th Air Term Sq, Washington, D.C.; 8456th Air Term Sq, Bradford, Pa; 8457th Air Term Sq, Wilkes-Barre, Pa; 8458th Air Term Sq, Utica, N.Y.; and 8459th Air Term Sq, Newark, N.J. 14AF—8478th Air Term Sq, Miami, Fla; 8479th Air Term Sq, Charlotte, N.C.; and 8480th Air Term Sq, Mobile, Ala. Assigned personnel will perform individual AD tours.)

Brockton Air Reservists are . . .

"Welcome Aboard"

PIPING a colonel aboard to attend an Air Reserve squadron meeting certainly is an unusual occurrence, if not a unique one. But the 9229th ARSq, operating out of the Naval Reserve Training Center in Brockton, Mass., is, to say the least, a unit which can boast a number of "different" experiences in its brief history.

To go back some four years ago, Air Reservists in Brockton, who had been attending meetings at the 2609th AResC in Boston, felt they not only could accomplish a great deal more, but could multiply their number considerably, if they could attend meetings in their own home town.

This posed a problem (as it has in so many other communities) for there were no facilities in Brockton to be had. But the Navy was operating out of Brockton. Would it not be possible to sort of "sub-let" part of the building for meetings?

It was more than possible. Lt. Cmdr. Michael McClintock, commanding the Naval Center, gave a hearty "welcome aboard," and he and his men went far out of their way to help their brothers-in-arms make themselves at home.

At the present time this integration is just about as complete as two such differently trained units can make it. They swap training films which are considered mutually beneficial; officers and enlisted men occasionally drop in on each other's classes if a particularly interesting speaker is delivering a particularly interesting subject; they even share the coffee room during their classroom breaks.

"I can't speak too highly of the entire project," said Col. Eugene A. Hidden, commander of the Boston Center, parent unit of the Brockton squadron. "The Navy unit has leaned over backwards to aid us and as a consequence, Air Reserve activity in the Brockton area has trebled. We owe them a deep debt of gratitude for their fine cooperation."

From one flight, the 9229th has now grown to four: two all-airmen flights, one general training flight, and one officers' specialized training operations flight.



Capt. Bob Cottle, Boston's (bearded) TV star, draws a quick portrait of Navy reservist during a "break."



Col. Hidden and Lt. Col. Cole are being "piped aboard" the Naval Reserve Training Center by Lt. Cmdr. McClintock and his yeoman staff.

The airmen flights, incidentally, are strictly that. The airmen themselves handle all the necessary details, with an officer "advisor" to sign papers needing an officer's signature.

"It's the best way I know of," explained Lt. Col. Arthur E. Cole, squadron executive officer, and commander of two flights, "not only to keep the airmen's interest keen, but to lure in new recruits. Right now, as the flight's 'advisor,' I strictly am that. They recommend their own men for promotion, hold their own boards, work on their own training schedules, handle their own discipline. And, incidentally, do their own recruiting."

Previous commitments precluded the attendance of Lt. Col. John W. Colpitts, sq cmdr, at the time of this interview, but Col. Cole was simply echoing his sentiments.

The recruiting, which currently is going "full blast," is under the chairmanship of Lt. Col. Joseph Gordon, an officer who takes his assignment very seriously. The results of this "never-ending drive," to quote the colonel, can be seen on the roster. From 35 officers and one airman, the squadron has nearly 70 officers and 50 airmen—in a community the size of Brockton, that's really "going out and gettin' 'em."

"Credit must be shared by everyone," said Col. Gordon. "The airmen bring in their friends, and the officers' theirs. And we must not forget a very persuasive 'clinchier'—S/Sgt. Frank T. Colby, Jr., the unit's liaison NCO."

So that, very briefly, is the story of the unit which was "welcomed aboard" by the Navy; which, through the Navy's help, has mushroomed rapidly and is, indeed, thinking in terms of a group. It wouldn't be at all surprising if those thoughts became an actuality in the not too distant future.

Chief Yeoman Paul F. Sullivan operates a view finder for benefit of AF reserve officers' training class. Such cooperation makes the 9229th really feel they are "welcome aboard."



ANG Construction Problems Overcome by Adjusting Facilities to New Jet Aircraft

Obsolete is a key Air Force term generally applied to an aircraft which has outworn its usefulness. Military planes are considered obsolescent with each approved concept of a later model—in some cases before it has left the drawing board.

But this is merely one phase of the Air Force story.

Scant publicity is given to the fact that airports and facilities are also obsolescent with the advent of radical changes in size and speed of the succeeding aircraft.

The Air National Guard proves a case in point. Under the impact of both the above truisms, it began adjusting itself to the requirements of jet airplanes soon after WWII when F-80's and F-84's were first introduced into the program.

New Planes—New Problems

Now these, in turn, are being replaced by higher performance fighters which require greater runway lengths. This is a vital basic problem, but these new aircraft present other niceties which the AF engineer must solve. For example: most of the latest "hotshots" are rockets instead of machine guns, and the tremendous explosive force of the rocket requires blastproof storage facilities to house them.

Paradoxically, few contingencies have been anticipated. The rapid development of aviation made it impossible.

However, with the application of a generous measure of ingenuity, the ANG—in numerous instances—has been able to adjust its problems by comparatively inexpensive improvements to existing facilities.

To cite an instance:

At Meridian, Miss., home of the 153d Tactical Reconnaissance Squadron, Key Field is being made habitable for the F-84F's with which that unit is being equipped by the resurfacing of an old runway and the actual moving of a river levee to lengthen it.

But at Jacksonville, Fla., the problem is more complex. The 159th Fighter-Interceptor Squadron's installation was totally inadequate for the F-86D's it now operates. A new apron, a new Operations & Training building and rocket-storage facilities have become a necessity. This situation is being rectified via new construction.

Naturally, up-dating facilities to meet modern advances has been a problem

common to all military components. For the Air National Guard it began with its activation in 1947 as a separate component. The activation of its many lower elements created a requirement for an extensive construction program to provide operations and training facilities.

Prior to WWII, air units in the ANG consisted of aerial observation squadrons which had little equipment and were of such size that they could be accommodated with ease at a local airport.

At the outset, ANG units were given conventional prop driven aircraft—F-51's, B-26's, C-47's, but plans called for early transition to jets.

Although the states were required to provide locations for ANG units which they agreed to activate, this was initially no problem and most new units were located at municipal airports, at state owned fields or on military air fields.

Prior to passage of the National Defense Facilities Act in 1950, approximately \$31,000,000 had been appropriated for ANG construction, starting in 1947. Appropriations in 1952 were \$18,000,000 and in 1953 the figure was \$13,800,000. A major part of the work in this period was on runway extensions to accommodate jet aircraft then being phased in the ANG program.

The ANG building program really

got rolling in 1954 when some \$30,000,000 in construction was authorized the National Guard Bureau. In that year some ANG units started moving from bases which, while they were suitable for interim organization and operation, could not be expanded to accommodate bigger organizations and jet aircraft.

In FY55 appropriations amounted to \$15,300,000. The figure jumped to \$23,300,000 in FY56 and went to \$35,300,000 for FY57.

The ANG construction program has passed through a number of phases—that period from 1951 to 1953 when emphasis was on runway extension, followed by building construction to provide administration and training buildings, housing and mess facilities for the rapidly growing Air Guard units and currently a phase in which WWII structures, passed the point of economical maintenance, are being replaced. As the ANG continues to grow and to receive aircraft of more advanced design, requirements continue for runway extension and additional maintenance and training facilities.

Total expenditure for ANG construction since 1951 has been \$142,200,000. This funding has provided for a total of 222 projects completed (a project usually includes more than one structure, plus required runway and parking ramp construction) and 42 projects now under construction plus others scheduled for construction during this fiscal year.



Up-dating problems of the 122d Tac Bomb Sq.—set for conversion to ADC mission and F86D's—were solved by these joint facilities of ANG, AFRS and Naval Reserve at New Orleans Mun. Apt.



MAIL BAG

(Due to the importance of the Match-Merge project, Air Reserve Records Center has prepared this month's Mail Bag as a replacement to the regularly scheduled questions and answers.)

Q—If I am determined surplus by the Match-Merge project, what will happen to me?

A—Reservists determined surplus to the requirements will be given every opportunity and assistance to reconcile their status. For example:

1. The reservist may be qualified for the award of a new primary and or secondary AFSC. If the vacant positions exist in the new AFSC, the reservist could then be aligned.

2. There may be a vacant position in another Ready Reserve program (such as an AFRes category "A" unit) for which the reservist is qualified and could therefore be reassigned.

3. The surplus reservist will at his request be reassigned to Standby assignments, such as general training (E-None) or NARS, where he can continue to earn credit points toward retention and retirement.

4. If a Ready Reserve vacancy subsequently develops for which he is qualified, he may then be reassigned to paid Ready Reserve training.

Q—I am presently assigned to specialized training and I understand that I will be eligible for a Match-Merge assignment. With what major air command and at what installation will I be assigned, assuming I am not declared surplus?

A—In the event you are given a mobilization assignment against the Part II requirement as a result of the Match-Merge project, such assignment will be, first of all, with a major air command organization having a requirement for your grade and AFSC; secondly, with the organization as close as possible to your place of residence. If you presently have a training designation, you will be aligned, if feasible, with the same major air command. If you are aligned against a Part III requirement, you will, of course, not be assigned to a major air command, but

your annual 15-day tour of active duty will be accomplished with the nearest major air command installation having a capability to train you for two weeks.

Q—I am a first lieutenant, eligible to be considered for a ROPA promotion. If I were given a mobilization assignment as a result of Match-Merge, what would happen if I was subsequently promoted to captain?

A—Since Match-Merge assignments will be made against specific AFSC and grade requirements, the promotion of an assigned reservist could result in one of two things: first, if the reservist was assigned against a position requiring his exact grade, the promotion would render him ineligible to fill the position. He would, however, be given 90 days to locate a different Ready Reserve position (requiring his new grade) to which he could be reassigned. Secondly, if the reservist was assigned against a position requiring one higher grade (for example, a captain assigned against a major position), he would still be eligible to fill the position and no reassignment action would be necessary.

Q—I am a Ready Reservist not assigned to a reserve unit. How can I get a mobilization assignment in view of the Match-Merge project?

A—If you live near a regular Air Force base, you should first contact personnel at that installation for a possible mobilization assignment. If no vacancy is available, then contact the nearest Air Reserve Center.

Q—I am an airman presently enrolled in specialized training. How soon can I find out about my match-merge assignment?

A—Present time tables for the Match-Merge project call for the publication of orders for aligned reservists (officers and airmen) during June 1957 and the notification of surplus personnel on or before June 1. These actions will be taken as soon as alignment results are known; therefore, individual reservists will not be able to obtain any advance information from his unit of assignment or ARRC.

BOOK REVIEW

THE CENTRAL BLUE by Sir John Slessor (Praeger)

Not only is this 700-plus page volume (including a definitive appendix and index) a dramatic autobiography of Britain's former Chief of Air Staff, but it also parallels the rise of England as an air power. Sir John Slessor, who retired in 1952, traces his exciting career from his start with the Royal Flying Corps in 1915.

Generally acknowledged as one of the world's foremost military strategists, the author records the development of the Royal Air Force and his part in molding it. Sir John Slessor tells of his differences with the late Admiral Ernest J. King and Gen. "Hap" Arnold, as well as with Sir Winston Churchill, while plotting the downfall of Germany. The intimate details of conferences and aerial warfare make this book a most welcome addition to any library on air literature.

THE OBSERVER'S BOOK OF AIRCRAFT by William Greeb & Gerald Pollinger (Warne)

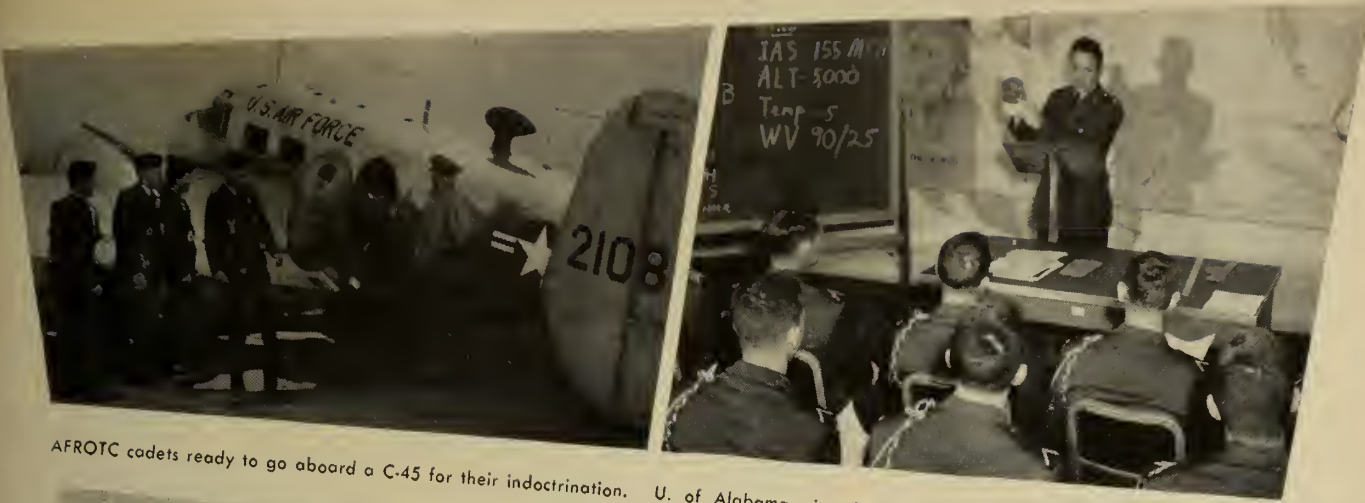
A handy pocket guide containing all available details of the world's military and civil aircraft. Covers essential facts of performance and armament, as well as three-view silhouettes and photographs.

THE AIRMAN'S GUIDE (The Military Service Pub. Co.)

The airman will find just about any kind of information he seeks concerning the Air Force and his role in it, between the pages of this eighth edition of *The Airman's Guide*. From "Courtesies and Customs" to "Rockets," this book is a veritable encyclopedia for the airman who wants to know "what's going on" in his Air Force.

THE TYPHOON-HURRICANE STORY by Robert E. Fuerst (Tuttle)

A meteorologist with the AF, the author in this book tells the story of typhoons and hurricanes in language that is both easily read and extremely informative. His light touch does not lessen the realization of the awful destruction that lays in the wake of nature's wrath but it does do much to lessen "the terror of the unknown." Anyone interested in weather (and who isn't?) will find in this 168-page book all the answers to the puzzling questions of typhoons, hurricanes, cyclones, baguios and "ox-eyes."



AFROTC cadets ready to go aboard a C-45 for their indoctrination. U. of Alabama air science instructor explains the theory of flight.

The AFROTC flight training program rapidly is nearing its goal of 43 colleges and universities this school year with 37 schools currently offering the flight instruction to advanced cadets who will earn a private pilot's license upon completion of the 35-hour course.

The Air Force plans to offer flight training in all of its 179 ROTC units by September 1958.

Pictured on this page are cadets attending the U. of Alabama who are undergoing the recently authorized flight training. Cadets must pass USAF flight physical to get into this advanced course.



Even the neophyte pilots have to indulge in the time-honored "passing in review."

AFROTC Flight Training



...s filing a flight plan before taking off on their "cross country."

The goal is near! A cadet is undergoing his "finals" with a CAA instructor.

CROSS COUNTRY REPORT

ECI has Three New Courses

The Extension Course Institute at Gunter AFB, Ala., announced the availability of three new courses, two in the intelligence field and one in the supply area.

The Intelligence courses, #2000, Intelligence Fundamentals (Officer) and #2021, Intelligence Fundamentals (Airman) both are 2-volume courses with a credit value of 120 hours (40 points) each. There are no prerequisites for enrollment. Course 6425, Organizational Supply Specialist, is a 4-volume course valued at 87 hours (29 points).

☆☆☆

"Most Travelingest" Wing

Members of the 434th Trp Carr Wg, based at Bakalar AFB, Columbus, Ind., are laying claim to being "the most travelingest" wing in ConAC.

The ISO stated that, figured conservatively at eight cents a mile, the wing's personnel spend \$106,310.40 yearly to go to and from their weekend drills each month. Living in 180 separate communities as far away as 271 miles, it was calculated the wing's officers and airmen travel 110,740 miles once a month. Well?

☆☆☆

New Airmen's Provisional Squadron

San Francisco airmen officially took over the reins of their new Airmen's Provisional Squadron at the San Francisco AResC. The unit is headed by M/Sgt. Louis J. Rasmussen, 1st sergeant.

According to Col. Robert C. Hubbard, center commander, the unit is designed to meet the premise that airmen show more interest in the reserve program when they can train as a unit. Maj. Harold T. Power and Lt. David M. Mendelsohn are assigned to the unit in an advisory capacity as commander and adjutant, respectively.

☆☆☆

Reservists Aid Wildlife

Answering a call of mercy to aid starving wildlife in central Pennsylvania, three AFRes C-46 transport planes from the 512th Trp Carr Wg, New Castle County AFB, dropped 30,000 pounds of corn on the snow-drenched woodlands.

The planes were piloted by Maj. James R. Morrow and William Lewis,

and Capt. Richard Copenhaver. Other reservists participating in the mercy flights were Capt. John Holtzinger, Lts. Alexander Musika and Herman Lotstein, and A/1c Leroy J. McKishen.

☆☆☆

Food Stores Honored

In recognition of its outstanding record of cooperation with the reserve program of the Armed Forces, Safeway Stores, Inc., was presented with a Department of Defense Reserve Award through the Oakland AResC, Calif.

Brig. Gen. Rollin B. Moore, Jr., cmdr, 144th Ftr-Intcr Wg, California ANG, made the presentation. Also attending were Mayor Clifford E. Rishell of Oakland; Lt. Col. Bill R. Brown, commander, Oakland AResC; and Lt. Col. Justin G. Knowlton, commander, 9080th ARGp, Oakland.

☆☆☆

Nurses Complete Course

Two non-prior service nurses who recently completed the 3-week Basic Orientation Course, School of Aviation Medicine at Gunter AFB, have been assigned to the 436th Tactical Hospital (R) at Floyd Bennett NAS, Brooklyn, N.Y.

The nurses are Lts. Gwen Bevers and Lillian Vercoe, both of whom received direct commissions following their graduation from nursing schools. When assigned to the 436th, they were congratulated by Col. William Power, commander of the hospital, and Col. Arthur Corliss, 1AF surgeon.



Left to right are Col. Power, Lt. Bevers, Col. Corliss, and Lt. Vercoe at Floyd Bennett NAS.

Reserve Roundup

M/Sgt. Harold E. Dietzel was selected Airman of the Month at the 256th AResC, Oakland, Calif. . . . Capt. James A. Hynes of the 446th Trp Carr Wg logged, in one year, a total of 1,000 hours flying time, possibly a record for flying hours for a reservist not on extended active duty. . . . Seven master sergeants of the 507th Tactical Contingent, Shaw AFB, received appointments to warrant officer status. They are: James M. Spruiell, Robert J. Black, Jr., John F. Layne, Barney R. Yarbrough, James B. Bradshaw, and Darwin D. Linscomb.

Michigan State U., the U. of Washington, and Stanford U. all announced inauguration of light plane pilot training for AFROTC seniors. . . . A/1c Merton G. Taylor travels 1,000 miles each way from his home in Livingston, Mont., to the 440th F-B Wg at Minneapolis, Minn. on training weekends. . . . The San Diego State College AFROTC detachment received its first L-17 Ryan Navion. . . . Maj. Gen. Lawrence Ames retired as chief of staff of the California ANG after 40 years military service. . . . Mary Beth Hughes, star of the musical "Pajama Tops" was named honorary member of the 452d TC Wg of Long Beach, Calif.



Gen. Ames

The Massachusetts ANG celebrated its 35th birthday on Muster Day. . . . Reservists of the Air Research and Development Command, San Francisco, heard a talk on jet fuels by Jack Bert of Cal Research. . . . AFROTC Cadets Harold R. Neal and Pete L. Obremshko make up the famed "forward wall" of the Indiana U's. basketball team. . . . Barney Samelstein, deputy cmdr, 9061st ARGp, Syracuse, N.Y., was promoted to full colonel. . . . Capt. Eugene D. Roeder was appointed commander of the 163rd F-I Sq, Indiana ANG.

Col. Carlton C. Proctor, retiring executive officer of the 445th F-B Wg, Niagara Falls, was awarded the commendation ribbon. . . . William Bender Jr., an AFRes major, is the author of "Tokyo Intrigue". . . . Col. Edwin C. Ambrosen has been named assistant for Air Reserve Affairs for the 4AF. . . . the 9215th ARSq (Information Services) has been commended by AF vice c/s Gen. Thomas D. White, for "assisting materially in furthering the objectives of the AF public relations efforts."



← Flight A, 9235th ARSq reservists of New Bedford, Mass., perform in "Brain Wash," a dramatization based on the Military Code of Conduct.



← **RESCUE**

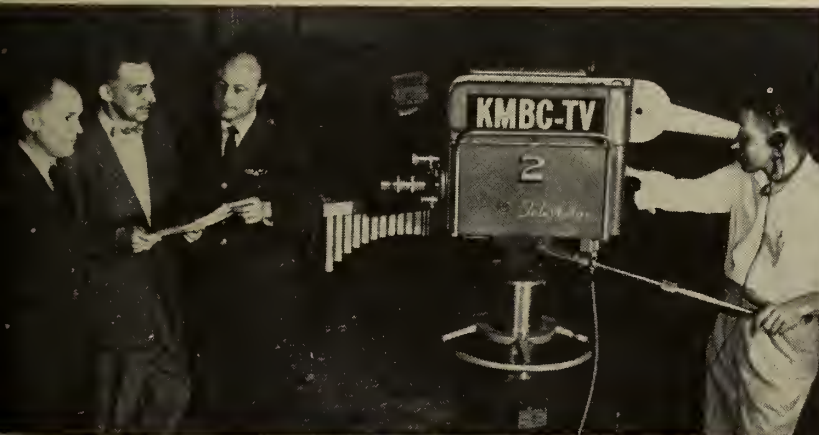
Dick Graver, 6-month trainee and Sacramento senior, is briefed on a T-33 by his history teacher, Capt. Guy Clark, 314th F-B Sq.



This is not a jigsaw puzzle but airmen of the 102d Air Defense Wing, Mass., are holding sheets of a big ANG recruiting poster which will appear during a huge drive on six metropolitan Boston billboards. Go get 'em, boys!

RESERVE CAMERA

Reserve recruiting via TV in "Kaycee." Here, l to r, Lt. Col. E. J. Cartwright, 19th Weather Sq cmdr, Rev Mullins, emcee, and Maj. Dick Maloney of 46th ARGp, Kansas City, Mo., discuss reserve program before TV's "magic eye."



4AF navigation, meet winning team: l-r (top) Capts. E. Shapiro, L. T. Clark, A. L. Bonisch, (bottom) Bob Holdern, and Maj. J. Finley.



← When illness caused Capt. W. Jennings to miss a reserve meeting at Austin, Tex., Lt. Emma Reed (R), a nurse, paid a military call at hospital.



Capt. Tom McConnell (r) and Lt. L. C. Thomas of 9922d ARSq, Knoxville, Tenn., in mufti, are erecting reserve meeting signs at city limits.

AIR RESERVISTS BRIEFED BY NAVY

Navy officer explains GCA radar unit to Lansing reservists.



ANOTHER instance of extreme cooperation between reserve components of two branches of the Armed Forces—the Air Force and the Navy—was demonstrated in Michigan recently.

A Navy R4D transport plane landed at Lansing Capital City Airport and took on 28 members of the local 9622d AFRes Sq. Flown to Wayne-Romulus Airport, where they visited the weather station and air traffic control center, the Lansing reservists were also briefed on facilities at the Grosse Ile Naval Air Station.

Situation Ideal

The special flight and tours were arranged by Lt. Phillip Gannon, a Lansing Naval air reservist, who serves as instructor of the 9622d's flight operations course, in which the reservists were enrolled. Although the weather was bad, it provided an ideal situation in that the reservists experienced virtually everything emphasized in the classroom during recent weeks—weather forecasting, air traffic control, instrument flying, flight clearances, radio and radar flying aids, and ground approach facilities.

The ATC center at Wayne-Romulus, for instance, operated at peak capacity diverting hundreds of flights in Michigan and surrounding areas. The ground control approach radar installation at Grosse Ile was

busy helping pilots "get down through the soup."

Despite a heavy snowfall, the Grosse Ile personnel staged a helicopter demonstration. Lt. Gannon, a Navy helicopter pilot himself, slipped into the harness lowered from the hovering craft and was hoisted aloft.

The Lansing reservists witnessed trained Navy specialists in the GCA installation "bring planes in" on



their radarscopes during the tour.

The visitors found the return flight also interesting and valuable. Because of congested air traffic in the Detroit area, the R4D was routed via Windsor (Canada), Flint, then back to Lansing.

Members of the 9622d were enthusiastic about the Navy reception. One reserve pilot, veteran of the wartime 8AF based in England, expressed the sentiments of the group with, "Good show, mates."

Lt. Gannon being hoisted into helicopter despite snow flurries during demonstration for Air Reservists.



Proper Processing of Medical Records Urged

The improper handling of reserve medical records is causing serious delays in final processing at the ARRC Reserve Records Center.

An urgent request from ARRC cautions all personnel who have any connection with the preparation of the records to review them carefully prior to forwarding to the Denver Center.

Personnel in surgeons' offices with ConAC's numbered air forces, professional personnel performing the examinations, as well as the reservists themselves, are cautioned to screen the medical records. Improperly handled records result in their necessary return for correction in many cases.

Additional Correspondence Needed

In addition, considerable additional correspondence is necessitated by ARRC because of carelessly supplied information from the reservists. Obviously, complete and correct records must be maintained in order to benefit the reservist concerned.

In those areas where military medical facilities are not available and reserve medical officers are unable to perform the required examinations at no expense to the Government, authorization to obtain this examination from a civilian physician at Government expense may be granted by the ARRC surgeon in utilizing ConAC Form 216.

Approval must be obtained prior to the examination. When authorization is granted to a reservist to have a medical examination accomplished by a private physician at Government expense, a set of Standard Forms 88 and 89 and WAGO Form 8-9 (*Public Voucher for Medical Service*), for which funds have been obligated, are forwarded to the reservist.

CORRECTION

A story concerning "Sentinels in the Air," which appeared in the February *Air Reservist*, incorrectly listed an ANO unit at Marietta AFB, Ga., as participating in an alert training sequence.

The 15-minute film involved a AFRes unit, the 482d Fighter-Bomber Wing, based at Marietta.

Maj. Curtis Mees, an Atlanta reservist, conceived the idea for the film. He was aided in the project by Col. Asa Kandler, commander of the 9181st ARGp, and the Atlanta ARResC personnel.

Pentagraphs

AF's Golden Anniversary: The tenth anniversary of military unification and the 50th anniversary of military aviation will be keynoted in the 1957 observance of Armed Forces Day slogan since 1953. The Air Force Association will sponsor the celebration. The climax of the program will take place on Aug. 1-5 at the AFA convention which will be held in Washington, D. C. The following objectives for this program have been mutually developed by AFA and USAF:

1. To salute the USAF—Guardian of Freedom;
2. To document the impact of the USAF on national progress;
3. To recognize the world-wide humanitarian and civic contributions of the USAF;
4. To stimulate public awareness of the needs of the Air Force, particularly personnel requirements, and assist the Air Force in recruiting and retaining qualified personnel;
5. To focus national attention on the impact of the Air Force and stimulate the interest of American youth in aviation as a career.

* * *

Reserve Forces Gunnery Meet: The first annual reserve forces fighter gunnery meet scheduled for Ellington AFB, Texas, in September will bring together outstanding teams from the Air National Guard, Air Force Reserve, Naval Air Reserve and the Marine Air Reserve for the first time in history. The ANG will be the host service and will provide support personnel. Each of the reserve forces will be represented by a 4-man team. Missions are to be fired at selected altitudes compatible with the aircraft of all the competing services.

* * *

Air University Book Program: Mail order facilities have been established for AF people throughout the world to purchase air books from the Air University Book Department, Maxwell AFB, Ala., at reduced prices. AF Reg 176-6 identifies the following categories of people eligible to purchase books in this manner: active duty AF personnel, members of the AFRes, AFROTC, ANG, and all students and faculty members at AF schools. This mail order facility has been widely publicized throughout the AF. Official review and promotion of air books throughout the AF is coordinated to time with the availability of new volumes in the base exchanges and the Air University Book Department.

* * *

Reserve General Nominations: Eight Air Reserve colonels were nominated for star rank last month by President Eisenhower. In addition, three brigadiers were nominated for major general. They were Brig. Gens. John P. Henebry, Vernon B. Herndon and Robert J. Smith. Included among the eight nominated for brigadier general was movie star Jimmy Stewart, long an active member and avid supporter of the Air Reserve. Others were Cols. John B. Montgomery, James Larson, Ramsay D. Potts, Jr., Daniel DeBrier, Kenneth Les, John R. Alison and John O. Bradshaw.

Progress of ART's Plan: The Air Reserve Technician Plan is still very much in the works. The Civil Service Commission recently announced that it has agreed "in principle" with the AF on this plan to substitute dual status civilian employees for regular AF personnel currently serving with reserve combat wings. The ART's Plan, as it is often called, would replace regulars with Civil Service workers who are also members of the AFRes. The civilian and military positions of these reservists would be identical. In case of mobilization, they would be called to their military status. USAF has estimated that 8,000 regulars, airmen and officers, would be freed for duty elsewhere under the ART Plan.

* * *

AFROTC appointees now in post-graduate work with a student delay (Category "C") may apply for withdrawal of flying training application and apply for a non-rated duty closely allied to their academic major. Applications must be submitted six months prior to termination of the student delay (Category "C") to Hq USAF, Attn: Directorate of Military Personnel, Washington 25, D.C., thru the Commandant, Hq USAF Institute of Technology, Attn: CID, Wright-Patterson AFB, Ohio. Documents substantiating post-graduate education must accompany the application. Final decision relative to the application will be made by USAF, based upon the priority requirements for officers qualified for duty in the various AF specialties at the time the individual is ordered to EAD.

* * *

New ANG Policy: The Air National Guard has announced a program which will provide six months of training for its enlistees. It is based on the establishment of voluntary extended training for airmen who are enlisted under the provisions of the UMT&S Act, as amended. The program will reduce the period of liability for induction to a maximum of eight years service instead of service ending at age 28, presently imposed on all such ANG enlistees. Airmen will receive basic military, basic technical and on-the-job training which will be directed toward qualifying them in AFSC's required by their unit T/O positions. The extended training period will last for six months or longer to allow the maximum attainment of proficiency in basic technical skills. Should the duration of basic military and basic technical courses total less than six months, airmen will return to the home unit for on-the-job training for the remaining portion of the extended training period. In instances where service schools are not available to train airmen in their AFSC's, they may be authorized to attend the Basic Military Training Course BT 00012 (11 weeks) at Lackland AFB, Tex. They will then return to home units for AFSC on-the-job training for the remaining portion of the extended training period. Airmen returning to home units for on-the-job training will be attached to the instructor squadron in the ConAC numbered air force in which their states are located, with duty station with the Office of the Air Advisor for their ANG units, for the remainder of the extended training period. The Air Advisor will be responsible for supervision of training, maintenance of records and processing pay vouchers for these airmen.

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pictures of the month



Brig. Gen. Donald J. Strait (dep asst secy AF), left, accepts ConAC Flying Safety Award in his Ready Reserve role as cmdr, 108th F-1 Wg NJANG. Capt. George Tully, 1AF flying safety officer, center, presents award. Capt. R. Devlin, 108th flying safety officer, looks on.



Maj. Gen. Robert B. Londry, 4AF commander (left) presents ConAC Flying Safety award to Lt. Col. James P. Jennings, Hq Sq Sec, 4AF, which unit captured the certificate for flying 2,500 hours without accident from Apr. 1 thru Sept. 30. Presentation was at Hamilton AF.



Col. Romsay D. Potts, Jr., cmdr, 459th Trp Corr Wg, Andrews AFB, left, and Lt. Col. H. A. Montgomery, stand before a C-119, first to arrive for unit's conversion from C-46's.



Ted Williams, Boston baseball slugger, discusses the Air Reserve program with M/Sgt. Poul Rice of 2234th ARFC, Honscom Field, during Boston's annual Sportsman and Boot Show.



M/Sgt. Kurt Heftmon, of the 2688th ARS, Austin, Tex., has girdled the globe in his role of refugee, POW, civilian USAF worker, U.S. emigrant, airman, and college student.

THE AIR

Reservist

MAY 1957

MOJAVE MISSION
see page 8

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Cover: Air Reservists witness the launching of Navy Terriers at China Lake, Calif. See "Mojave Mission" on page 8.

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CONTENTS

| | |
|-----------------------------|----|
| Ricks' Memorial Event | 5 |
| Mojave Mission | 8 |
| Mail Bag | 10 |
| Cross Country | 12 |
| Reserve Camera | 13 |
| Guided Missile Course | 14 |
| Pentaglyphs | 15 |
| Pictures of the Month | 16 |

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget 15 July 1955.

ROA Convention—ConAC Commanders' Confab at Santa Barbara Next Month

The Reserve Officers Association's 31st National Convention will be held in Santa Barbara, Calif., June 26-29, with convention headquarters in the Miramar Hotel.

A ConAC Commanders' Conference will run concurrently with ROA's annual get-together.

The Granada Theater will be the meeting-place of ROA's initial general session, June 26, with Col. Roger A. Zeller (AFRes), ROA national president, presiding. The Honorable Good-

win J. Knight, California's governor, along with the Honorable John T. Rickard, Santa Barbara's mayor, and Maj. Gen. Earle M. Jones, California's adjutant general, will welcome the delegates. ROA affairs will complete the morning session.

The Reserve Forces of each of the armed services will be split up into section agendas in the afternoon and the following morning, June 27. Maj. Gen. William E. Hall, assistant chief of staff for Reserve Forces, USAF, will head the AF contingent which will cover such pertinent subjects as *Match-Merge*, *Amendments to ROPA*, *Air Reserve Forces' Construction*, and the *Stone Board Report*.

Cols. Harold E. Todd, C. A. Howell, Leland Perry and J. R. McDougall, and Lt. Col. C. B. McCoy will be among those participating from Gen. Hall's staff.

ROA will present awards in the form of plaques to the most outstanding Air Reserve and Air Reserve navigation squadrons. Scrolls will go to runners-up. ConAC has set up the criteria for eligibility.

The Honorable David S. Smith, assistant secretary of the AF (Manpower & Personnel), will deliver the principal
see ROA page 6

ConAC Offers Commissions, Recalls to JAG Lawyers

Plans have been made to extend direct commissions and recall to active duty to 240 AFRes JAG legal officers during FY58.

ConAC will offer direct officer appointments in lieutenant and captain grades to 180 qualified lawyers.

An additional 60 qualified JAG legal officers will be voluntarily recalled to active duty as lieutenants and captains. Highly qualified legal officers in grade of major may also be considered for active duty recall.

JAG officer direct appointments and recall applications will be forwarded through channels to ConAC Hq and, if approved, will be sent to the Air Reserve Records Center for appointment or recall action.

Applications and further information may be obtained from JAG offices at local AF installations or from reservists' assigned units.

Discuss New Developments At Flying Safety Meeting

Latest developments in flying accident prevention techniques were discussed at an Air Reserve Forces Flying Safety Conference in Gulfport, Miss., April 16-18.

Conferees included USAF and ConAC officials, representatives from ConAC's four numbered air forces, ANG and AFRes flying units, and AF advisers to the Air Guard and ARes flying centers.

Maj. Gens. Winston P. Wilson, AF Division chief, NGB, and Morris R. Nelson, ConAC's vice commander, were among the key personnel who participated. Others were Maj. Gen. George G. Finch, 14AF commander; Brig. Gens. Joseph D. Caldara, director of Flight Safety Research, USAF IG; and Royal Hatch, Jr., ConAC's deputy for ANG Affairs.

The conference was climaxed with presentation of USAF Flight Safety Awards to the 319th Fighter Bomber Wing, Memphis Municipal Airport, Tenn., and the 433d Troop Carrier Wing, Brooks AFB, Tex., both AFRes units. Each wing accomplished an outstanding flight safety record from July 1 through Dec. 31, last year, the 319th with F-84 *Thunderjets* and the 433d with C-46 *Commandos*.

ConAC flying safety officers are confident the conference will materially assist the command's accident prevention efforts. During 1955, the AFRes flying accident rate was about 25 per 100,000 flying hours. Last year, it was reduced to approximately 13.

During the past two years, the accident rate per 100,000 flying hours has been nearly cut in half within the AFRes.

**ARMED FORCES DAY
1957**



POWER



FOR PEACE

This year's observance of Armed Forces Day, May 18, will keynote the fiftieth anniversary of military aviation and the tenth anniversary of military unification.

The Armed Forces Day slogan again will be *Power for Peace*—fifth successive year for the meaningful phrase. President Eisenhower, in his second inaugural address, stressed it clearly when he said: "We seek peace, knowing that peace is the climate of freedom. And now, as in no other age, we seek it because we have been warned, by the power of modern weapons, that peace may be the only climate possible for human life itself."

Power for Peace is based on U.S. military might and its ability to defend against an attack and to retaliate with devastating force, or to counter local aggression with adequately organized and equipped forces.

The eighth annual Armed Forces Day, during which the Regular and Reserve Forces throw open their gates to the public, will place particular emphasis on the relationship between our national strength and our peaceful aspirations.

More than 1,200 community programs drew better than 3,200,000 people during last year's Armed Forces Day. In addition, over a half million uniformed personnel participated in parades and reviews before an estimated 6,400,000 people.


Fifty years ago—on August 1, 1907—an Aeronautical Division was established in the Army Signal Office. And a

decade back—September 17, 1947, James Forrestal, first Secretary of Defense, took the oath of office, thus inaugurating the new era in over-all direction of the Armed Forces.

Since the Air Reserve Forces are a vital part of the Armed Forces of the United States, public attention can be focused on Armed Forces Day through their units, training centers, and individual members. Full use should be made for "open house" or other appropriate activities at centers and armories.

Department of Defense Awards, conferred on civilian organizations for cooperation with the Air Reserve Forces, are recommended for presentation on Armed Forces Day. Such timing will provide an excellent means to honor a local company and thus increase civilian participation.

A major Air Force, Army, or Navy command has been designated by the Secretary of Defense as the Armed Forces Day Area Command in each of the geographical areas of the United States. Each Area Commander has designated an Area Project Officer to represent him in coordinating all phases of the observance within the area and in maintaining the necessary liaison with Area Project Officers of adjacent areas.

In referring to this year's Armed Forces Day, the Honorable Donald A. Quarles, former Secretary of the Air Force, now assistant Secretary of Defense, said: "As members of the national defense team, we assert once more our determination to make whatever sacrifices are needed to insure freedom and peace for the United States." 

1907 - GOLDEN ANNIVERSARY - UNITED STATES AIR FORCE - 1957"

Ready and Standby Reserve Clarified in Q & A by Armed Services House Committee

The following excerpts of questions and answers prepared by the House Committee on Armed Services pertinent to the Reserve Forces Act of 1955 clarify certain aspects of the Ready and Standby Reserve as contained in the cited Act:

The Ready & Standby Reserve

"1. What is the purpose of the Reserve Forces Act of 1955?

Its purpose is to improve the measures by which our Reserve Forces may be so organized and trained that in the event of war they can be mobilized quickly to augment the Active Forces in Combat and to carry out defense and internal security missions in the United States.

"3. Does the act establish an entirely new Reserve system?

No. It merely amends two of the principal laws constituting the foundation for the Reserve Forces; namely, the Armed Forces Reserve Act of 1952 and the Universal Military Training and Service Act.

"4. What is the nature of these amendments?

There are four principal areas in which this act provides affirmative legislation: (a) Improvement in the structure of the Reserve Forces; (b) establishment of a clear obligation to take part in Reserve training, and effective measures to insure compliance with this obligation; (c) provision for the recruitment and training of young men specifically for the Reserve; and (d) establishment of a lesser military obligation for individuals who enter the Armed Forces after the act becomes law, and perform active service.

Structure and Size

"5. What is the present Reserve structure?

The essential elements of the present Reserve Forces are the Ready Reserve and the Standby Reserve. The present Ready Reserve was designed to contain the Reserve forces needed for a Korea-type emergency. These forces would also be available for a war or general emergency. The Standby Reserve was to contain additional units and individuals needed from the Reserve Forces in case of war or a general emergency. Thus it is apparent that the organized portion of the Reserve Forces was to be divided between these two categories, with the principal difference between the two being one of vulnerability for active

duty. A lack of participation by members has resulted in the Reserve Forces becoming more of a pool of personnel than an organized military force.

"6. What is the present difference in vulnerability of members of the Ready Reserve and the Standby Reserve?

The Ready Reserve is subject to being ordered to active duty in case of war or of national emergency declared by the Congress or proclaimed by the President. In the case of an emergency proclaimed by the President, however, Congress reserves the right to determine the number to be called. The Standby Reserve is subject to active duty only in time of war or emergency declared by the Congress.

"7. In what way is the structure provided in this act different from the present structure?

In the new structure, the Ready Reserve is designed to contain the Reserve Forces needed to meet the requirements during the early phases of a war or general mobilization. Therefore, it will contain all of the organized portion of the Reserve Forces. Such forces as might be required for a Korea-type emergency would be contained in the Ready Reserve. The Ready Reserve would be subject to a continuous screening process to assure that its members are available in an emergency. The Standby Reserve on the other hand is essentially a non-organized pool from which the experienced personnel needed for the secondary phases of a war or general mobilization would be obtained through a process of selective recall.

"9. What is meant by the screening process?

This is the process by which members of the Ready Reserve who possess critical civilian skills in excess of the requirements therefor; individuals occupying key positions in Government or defense supporting industry, those whose order to military service in an emergency would result in extreme personal or community hardship, and those who possess military skills in excess of requirements will be transferred to the Standby Reserve. Top priority for such transfer will be given to members who have participated in combat.

"10. What is the purpose of the screening process?

Its purpose is to provide a proper distribution of skills in the Ready Reserve,

to assure that no one possessing a critical civilian skill is retained in the Ready Reserve to perform a military job requiring a lesser skill, and to assure that only those readily available for service remain in the Ready Reserve.

"11. What is meant by selective recall?

This is the process which in time of mobilization would be applied to members of the Standby Reserve. Under the process no member of the Standby Reserve will be ordered to active duty until the Selective Service System has determined whether he is more essential to the defense effort in the military service or in his civilian pursuit. Determination of availability will take into consideration a proper allocation of critically skilled manpower between military service and essential defense supporting activities. Volunteers will be considered as being available.

"12. Is the Standby Reserve under control of the Director of Selective Service?

Not at all. Members of the Standby Reserve retain their military status and remain subject to military control under appropriate conditions. Selective service determines the availability of members for military service.

13. Does the act change the relative vulnerability of members of the Ready and Standby Reserve?

To a degree. Under the act, the President has the authority, in time of emergency proclaimed by him, to order to active duty up to 1 million members of the Ready Reserve without further congressional authorization. The Standby Reserve continues to be liable for active duty only in time of war or emergency declared by the Congress, subject, however, to selective recall.

Reserve Training Obligation

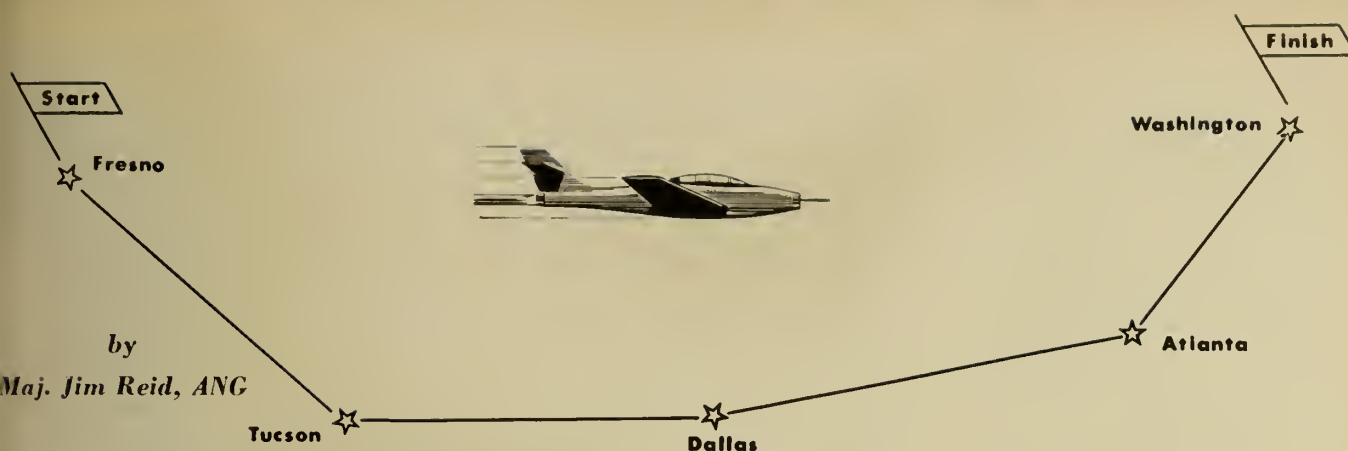
"14. Does the act contain provision to increase participation in Reserve Training?

Yes. The act imposes on all young men entering the Armed Forces after its enactment the obligation to take part in Reserve training, and provides effective measures for insuring compliance with that obligation.

The Military Obligation

"49. If an individual is transferred to the Standby Reserve as a result of the screening process, is he subject to being moved back to the Ready Reserve?

Yes, if during the period which he might otherwise be subject to serve in the Ready Reserve the reason for his transfer ceases to exist."



1957 RICKS' MEMORIAL TROPHY EVENT

THERE has been nothing quite like the Air National Guard's Ricks Memorial Trophy Event (which will kick-off the AFA Annual Convention) since folks first started trying to "keep up with the Joneses."

For one thing, it's not a race, no matter what you might think.

People, you see, are inclined to associate a lot of wild ideas with that word—airplanes taking off all at once, swarming out on course, maneuvering for the same slot on final—and so its sponsors, the Air Force Association and the ANG, called it an Event.

Mice in Tailpipe

Air Guard pilots haven't been fooled by any such terminology, however. As far as they're concerned, the idea, next July 28, remains the same—to get from Point A to Point B (respectively, Fresno, Calif., and Washington, D.C.) in the least possible time.

One way of boosting a jet's speed, of course, is to put mice in the tailpipe, which is not as inhumane as it might sound. "Mice" in this instance are not the cute little characters your little characters watch on television. They're metal wedges which can be used to reduce the tailpipe outlet area and thereby increase thrust.

But Maj. Gen. Winston P. Wilson, ordinarily genial chief of the NGB's Air Force Division, has very toughly outlawed this and all other "tricks."

"We're not trying to see who can get the highest 'temp' without melting off the end of an airplane," he explains. "The Ricks Event is intended as a test of individual pilot skill."

The rules are obviously designed to implement this intention. For one thing, aircraft must be standard. That is, they must have guns, gun-cameras and all other "integrated items" of combat equipment installed. There is no objection to sealing gun-ports and smoothing all surfaces with extra-special polish jobs, but a committee of judges composed of regular Air Force officers is appointed to assure that modifications are no more extensive than that.

The rules for this year's Event will be altered, too, to get everyone off on an even more equal footing. Gen. Wilson asked engineers of Republic Aviation Corp. to recommend configurations for its W-3 and W-7 powered F-84F's and the RF-84F, all of which are operated by Air Guard units and which will be involved in the Event, which would bring them as close as possible to the same performance capability. Those gentlemen are of the opinion that this

can be done and that the differences in speed in the various models can be reduced to within only a few nautical miles per hour.

Under those circumstances, the winner will be the pilot who flies the straightest course, who selects the most efficient power-settings, who chooses the correct altitude for optimum winds and who otherwise employs the greatest care in flight-planning.

Rules Changes

Additionally, three other rules changes—all intended to promote safety—will distinguish the 1957 Event from previous ones.

First, compulsory refueling stops of 30 minutes duration will be made at ANG bases in Tucson, Ariz., Dallas, Tex., and Atlanta, Ga. This will eliminate the "quick-turnaround" refueling which provided a test of Air Guard ground crews, but it will enable open-house crowds in those cities to get a longer if not closer look at participating pilots.

Second, time will start with the take-off roll and end with a fly by the tower at each stop, instead of touchdown as in times past. This will contribute to the Event's spectator interest while

see RICKS' page 6

This scene will be repeated this year. Here, last year's ANG competitors are being briefed before takeoff. For first two Ricks flights, pilots flew from Ontario, Calif., to Detroit; last year from Hamilton AFB, Calif., to Moisant Int., La.



Movie star Ann Francis adds scenic lift to jet planes to be used in Ricks Event.

■ RICKS' from page 5

eliminating those conceivably delicate "social" situations which might occur with the simultaneous arrival of two entrant aircraft.

Third, pilots will be required to plan fuel loads which will allow a ten-minute reserve at each destination. With the standard 1500-foot ceiling and 5-mile visibility rule adopted for the Event still in effect, this margin provides a wide margin of safety.

And safety is very much a part of the objective. Gen. Wilson is particularly proud of the fact that the Event has been unmarred by anything more serious than a few blown tires and, as a result, marked by a high percentage of finishers each year.



■ ROA from page 2

address, June 29, at the Miramar's convention hall.

A formal military ball will conclude regular activities for the ROA convention, that evening. Election of national officers will be held Saturday morning, June 30, with an Army delegate selected on the rotation basis. Col. Zeller, first AF reservist to head ROA, will then become a member of the national executive committee.

ConAC Conference

The ConAC Commanders' Conference, to be held in the Miramar, throughout the regular ROA convention, will contain sessions to include both Individual and Unit Training conferees.

Maj. Gen. Robert B. Landry, 4AF commander and military host, will greet the ConAC participants at the opening session, June 26, which Brig. Gen. Felix L. Vidal, assistant chief of staff, Reserve Affairs, will moderate.

Cols. Gerald M. Spurlock, Theodore W. Smith and Frederic G. Huish, Lt. Cols. Leonard P. Marks, Andrew E. Koval, Eugene Ecklund, Bradford H. McDouall, Francis E. Dubisher, Robert R. McChord and Richard H. Broach, and Maj. Donald R. DeFoe, James W. Reynolds, Wilburn E. Alford and Alfred J. Piller will discuss related Air Reserve matters during the Commanders' Conference.

Gens. Nathan F. Twining and Thomas B. White, newly designated Chairman of the Joint Chiefs of Staff and AF chief of staff, respectively, and Lt. Gen. Charles B. Stone III, ConAC commander, have been invited to attend the ROA national convention, but had not signified acceptance at the time *The Air Reservist* went to press.

Breakdown Given of DOD Reserve Awards

A total of 33 Department of Defense Reserve Awards, recommended by Air Reservists, have been presented to companies and communities for their support of the Air Reserve Forces.

A listing, together with approval dates, follows:

APRIL 18, 1956: Consolidated Edison Co. of New York, New York, N. Y.; The Provident Institution for Savings, Boston, Mass.; Public Service Co. of Colorado, Denver, Colo. **JUNE 14, 1956:** City of Muskogee, Okla. **JULY 3, 1956:** Republic Aviation Corp., Farmingdale, Long Island, N. Y. **AUG. 17, 1956:** Fall River Joint Unified School District, Fall River Mills, Calif; City of Modesto, Calif; Baltimore Gas & Electric Co., Baltimore, Md; Louisiana Dept. of Highways, Baton Rouge, La.; Aerojet General Corp. Solid Rockets, Sacramento, Calif; The American Brass Co., Waterbury, Conn.; The California Oregon Power Co., Klamath Falls, Ore; County Supt. of Schools, Solano County, Fairfield, Calif; Baltimore Refinery, Esso Standard Oil Co., Baltimore, Md.; The Dayton Power & Light Co., Dayton, Ohio. **OCT. 4, 1956:** Kaiser Aluminum, Baton Rouge Works, Baton Rouge, La; Westinghouse, Baltimore Division, Balti-

more, Md; Cities Service Refining Corp., Lake Charles, La. **OCT. 19, 1956:** Schwabacher & Company, San Francisco, Calif. **NOV. 29, 1956:** Mutual Benefit Health & Accident Association, United Benefit Life Insurance Company, Omaha, Nebr; Safeway Stores, Inc., Oakland, Calif; Union Pacific Railroad Company, Omaha, Nebr; **DEC. 19, 1956:** E. I. du Pont de Nemours, Finishes Plant, South San Francisco, Calif; Securities Acceptance Corp., Omaha, Nebr. **MAR. 1, 1957:** Riddle Airlines, Inc., Miami, Fla; Fort Lauderdale Daily News & Affiliate Radio Station WFTL, Fort Lauderdale, Fla; Hughes Aircraft Co., Culver City, Calif; Owens-Illinois Glass Company Toledo, Ohio; Shell Oil Company, Houston Refinery, Houston, Tex; Southern Bell Telephone & Telegraph Co., New Orleans, La; Caterpillar Tractor Co., Peoria, Ill; The Knoxville Journal, Knoxville, Tenn; The Morris Plan of California, Sacramento, Calif.

Reservists are encouraged to recommend companies cooperating fully with the Air Reserve program. AFR 45-44, *Department of Defense Reserve Award*, 7 Dec. 1955, gives the pertinent details for making the recommendation.

CLARKE'S CHARACTERS

While pulling active duty at a remote Korean radar station, 1st Lt. John J. Clarke, Jr., had a great deal of time to contemplate his future. He had a talent for drawing and equally a talent for observing the humorous things in life. He also realized that this was the age of specialization.



The food here is terrific

A change of duty, where he was kept most busy, forced these nebulous thoughts into a dormant state, but after his discharge a year ago, they again emerged while he was working as sales manager for a Seattle automobile firm.

Why not specialize in a greeting card line, aimed strictly at the military? Instead of the beautiful, but not particularly apropos cards offered by the huge commercial firms, why not cards apropos to the daily routine of the airman, soldier, or sailor? He contacted an old-time friend, Mike Weide, a lieu-

tenant commander in the USNAR, and they formed a greeting card company called "Clarke's Characters."

Lt. Clarke, assigned to the 9407th ARSg in Seattle, drew a series of cartoons, had plates made, and he and Cmdr. Weide sold the idea to the military exchanges for sales distribution all over the country.

A couple of his cards, which present a futuristic approach to military life with a humorous twist of his pen, are reproduced here. How has the reception been? Well, Lt. Clarke is much more conservative with his phraseology than he is with his India ink. He said: "It seems that the man on active duty finds them much to his liking." They're much to our liking, too.



You haven't a thing to worry about...

Match-Merge Alignments Must Be Completed And Center Orders Published By End of May

The next significant date in connection with the project of aligning reservists in the Air Reserve Center program with individual War Plan Requirements (WPR 58/59) is May 31, 1957. By that date the initial alignments will have been completed by Air Reserve Centers and orders must have been published assigning those aligned to specific grade and skill positions. The numbered Air Reserve Centers are responsible for accomplishing these actions. Reservists not aligned to positions will also be notified of their status by the Centers.

This does not mean immediate re-assignment of surplus reserve officers and airmen, however. Under the time phased objectives for this program, re-assignment from Ready categories of surplus personnel to non-mobilization categories will not take place until August 20, 1957, with an effective date of September 1, 1957. During this 90 day period from June 1 to Sept. 1, some legitimate reclassification actions are expected to occur which will enable some reservists to be assigned to vacant mobilization positions. It is emphasized that those reservists who are not matched against mobilization positions at an earlier date will be removed from a paid status effective July 1, 1957. In addition, major air commands have reported many vacancies in all grades and AFSCs in their Part I OJT mobilization spaces. (See "Match-Merge" in March issue of *The Air Reservist* for detailed explanation of the individual mobilization requirements.)

Lists Made Available

Lists of these vacancies have been made available to all Air Reserve Centers. Reservists wishing to apply for assignment to these positions should consult the vacancy listings and apply on AF Form 1288 through their present Air Reserve Center to the Air Reserve Records Center at Denver, Colorado, for consideration for assignment.

Initially, the ARRC will assign them to Training Category "D" against major command Part I vacancies as an administrative convenience. The only required training for this category is 15 days active duty annually. These assignments may later be converted to a higher training category as determined appropriate by the major commander concerned.

Reservists presently assigned to Air

Reserve Center programs who remain surplus to all mobilization requirements must be out of Ready status assignments by Sept. 1, 1957. However, they may apply for mobilization vacancies that may occur after that date and be assigned, provided they can meet all eligibility criteria for such assignments. Meanwhile, they can, if they desire, continue to train in a nonpaid Standby status with a nearby Air Reserve unit, subject to availability of training facilities.

Reservists who are not in non-mobilization categories are eligible to apply for assignments to vacant positions as soon as such positions have been identified. Applications on AF Form 1288 should be submitted to the nearest numbered Air Reserve Center. Selection will be on a best qualified basis at the Air Reserve Center level for positions available to that Center. Applications for major command Part I vacancies will be sent on to the ARRC. After Sept. 1, 1957, the major commands will resume complete control of their Part I spaces and must pass on each applicant before assignment is effected.

Will Keep Close Tabs

The ConAC numbered air forces and the ARRC will be keeping close tabs on this program for the next few months. Spaces will be reallocated by the air forces to their Air Reserve Centers to provide the greatest possible degree of manning and the minimum possible forced attrition of surplus reservists. The ARRC will make similar appropriate adjustment of mobilization spaces between the air forces. One objective is to stabilize spaces as early in FY58 as possible so that proper planning can be completed for the next training semester which begins in Sept. 1957.

It is finally emphasized that no reservist will be denied the opportunity to earn credits for retirement and retention of an active status and subsequent consideration for promotion under ROPA as a result of the "Match-Merge." Further, it is anticipated that, in view of the number of positions authorized in Ready reserve programs, very few reservists should be unable to obtain a Ready reserve position if they take appropriate action to cooperate in the administration involved.

Heir Reservists (first in a series)



No Vacancies

Complete Listing of ECI Courses Now Available

A complete listing of courses currently available at the USAF Extension Course Institute is presented. The numbers in parentheses represent the volumes available in the particular course. The asterisks refer to those courses not completely available.

GENERAL MILITARY EDUCATION CORRESPONDENCE COURSES: 1 Officer Candidate School (26); 2 Squadron Officer School (19); 3 Command & Staff School (39); 4 Air War College (11); **INTELLIGENCE:** 2000 Intelligence Fund (Off) (2); 2021 Intelligence Fund (Amn) (2); **PHOTOGRAPHIC CARTOGRAPHIC:** 2300 Still Photographic Off (4); 2311 Aerial Photographer (1); 2320 Photo Fundamentals (1); 2322 Still Photographer (2); **WEATHER:** 2500 Air Weather Off (9); **AIR TRAFFIC CONTROL:** 2720 Air Traffic Con Fund (1); **COMMUNICATIONS-OPERATIONS:** 2930 Basic Radio Operator (2); 2931 Ground Radio Operator (2); 2932 Airborne Radio Operator (2); **COMMUNICATIONS-ELECTRONICS:** 3001 Air Elect Off (7); 3002 Ground Elect Off (3); 3004 Air Traff Con Equip Maint Off (5); 3007 Comm Fund Off (8); 3008 Comm Off (17); **RADIO-RADAR SYS MAINT:** 3011 Radio Fundamentals (13); 3012 Aircraft Radio Repmn (8); 3014 Grnd Radio Repmn (8); 3022 Airborne Elect Nav Equip Repmn (6); 3023 Arccrf Con & Wg Equip Repmn (5); 3024 Air Traf Con Equip Repmn (5); 3025 Auto Tracking Equip Repmn (4); 3050 Airrmn Elect Fund (10); **PILOTLESS AIRCRAFT GUIDED & CONTR SYS:** 3111 Fund Prin of Guided Missiles (6); **ARMAMENT:** 3200 Munitions (7); 3205 Armt Sys Off Fund (5); 3206 Armt Sys Off Fgtr (2); 3207 Armt Sys Off Bmbr (4); 3211 M-Series Bombsight Mech (3); 3221 NA/APG-30 Sighting Sys Mech (3); 3223 Series A Gun-Bomb-Rocket Sight Mech (2); 3231 Trt Sys Mech (B-47) (3); 3233 Trt & Gunlaying Sys Mech (B-36) (4); 3234 Trt Sys Tech (B-36) (3); **WIRE MAINTENANCE:** 3611 Installer-Cableman (8); 3621 Contrl Off Equip Mech (9); 3622 Carr Repeater Mech (6); 3631 Comm Machine Repmn (10); **AIRCRAFT ACCESS MAINTENANCE:** *4213 Arccrf Elect Mechanic (8); 4251 Arccrf Hydraulic Mech (3); **MAINTENANCE:** 4301 Arccrf Maint Off (22); 4303 Grnd Equip Maint Off (14); 4311 Arccrf Recp Eng Mech (10); 4312 Arccrf Jet Engine Mech (6); 4314 Arccrf Mechanic (11); 4315 Rotary Wing Mechanic (3); **MUNITIONS & WEAPONS MAINTENANCE:** 4611 Munitions Specialist (4); 4621 Weapons Mechanic (4); **VEHICLE MAINTENANCE:** 4710 Bsc Veh Maintenance (1); **METAL WORKING:** 5341 Airframe Repairman (7); **INSTALLATIONS ENGINEERING:** *5500 Install Engr Off (25); **FIREFIGHTING:** 5711 Fire Fighting & Arccrf Crash Rescue (3); **TRANSPORTATION:** 6000 Transportation Off (5); 6031 Motor Veh Dispatcher (1); **SUPPLY:** 6405 Supply Officer (5); 6422 Warehousing Specialist (3); 6423 Warehousing Supervisor (3); 6425 Organizational Supply Spec (3); **COMPTROLLER:** 6700 Funding & Accounting for Public Funds (1); 6701 Budget Officer (2); 6806 Stat Serv Off (4); 6811 Stat Spec (4); **ADMINISTRATIVE:** 7022 Basic Clerical (4); **PERSONNEL:** 7321 Basic Pers Prin (4); **EDUCATION AND TRAINING:** 7521 Academic Instr (2); **LEGAL:** 7801 AF Claims (7); 7803 Govt Contracts (8); **CHAPLAIN:** *7900 The Air Force Chaplain (13); 7901 Basic Doctrine for Char Guid (1).

No camel caravan trekking across the wastes of the Sahara could conceive of the activity which is a daily occurrence at the oasis of China Lake, some 45 miles southwest of Death Valley and deep in the heart of the Mojave Desert—California's own bid for barrenness.

Nor, for that matter, could the 125 or so Air Reservists, assigned to the Fresno Air Reserve Center, who were invited to witness an exhibition of some of tomorrow's weapons of destruction in the midst of yesterday's terrain.

The invitation itself was somewhat remarkable for it came from the Navy—from Capt. Frederick L. Ashworth, commander of the Naval Ordnance Test Station (NOTS) at China Lake, Capt. Ashworth, incidentally, was the officer on whose shoulders rested the decision to drop the atomic bomb on Nagasaki almost 12 years ago. But that is another story.

The invitation came about thuswise (a phrase lifted from the bow-and-arrow days!):

Capt. Ashworth did buy the idea—with a couple of stipulations. The reservists attending would have to be screened for security purposes (security is the most important word in NOTS' vocabulary) and they would have to attend at a time when such tests were scheduled in the regular order of things (firing supersonic missiles can eat up money faster than a blonde bomb at Tiffany's!).

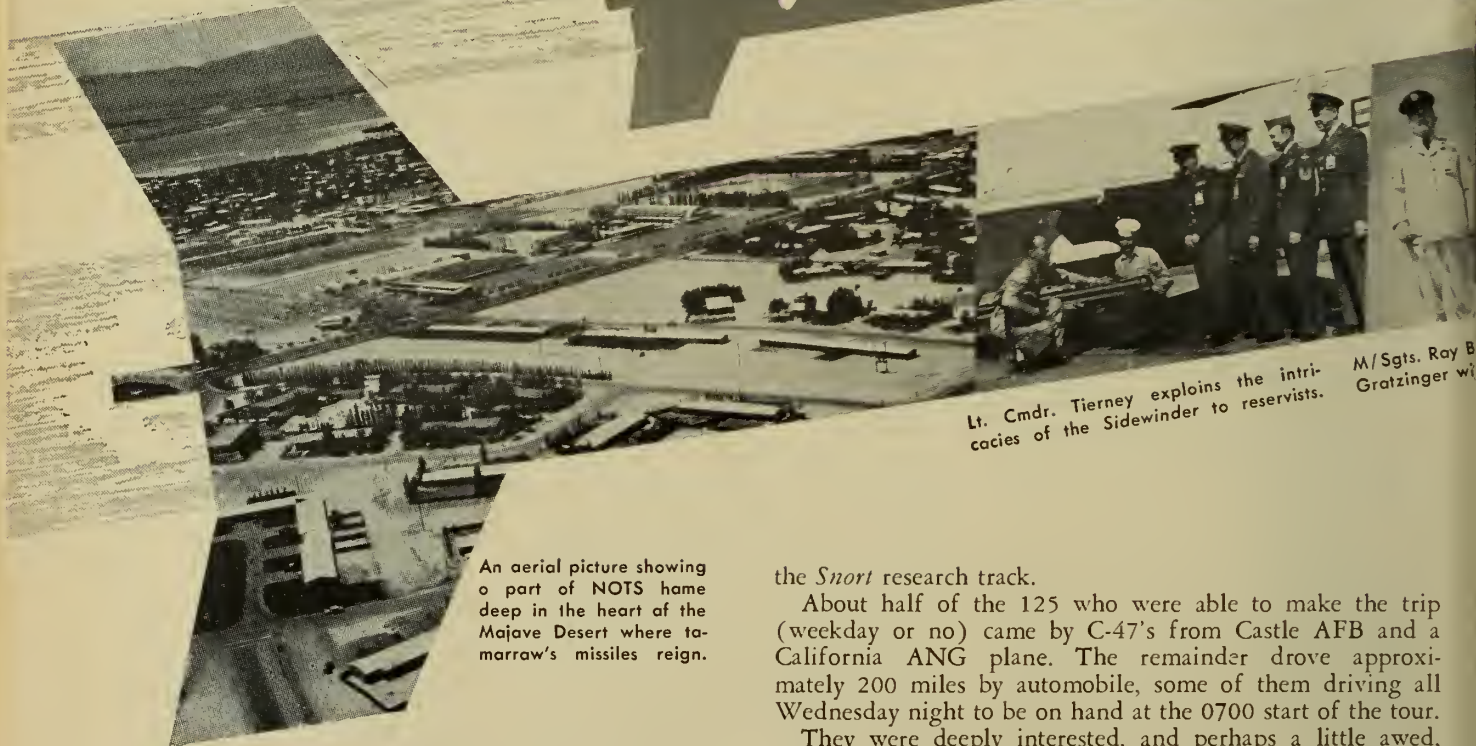
And so a precedent was set.

All the various units of the Fresno AResC, which comprises some 400 men, certainly were enthused when they received the invitation. The hitch was, though, that they had to be at the test station on a Thursday, scheduled day for the firing of such missiles as the *Terrier* and the *Sidewinder* and the launching of a supersonic testing "sled" on

by Bud Nelson

Air Reservists from Fresno Watch the Navy's...

MOJAVE MISSILES



An aerial picture showing a part of NOTS hame deep in the heart of the Mojave Desert where tomorrow's missiles reign.

Lt. Cmdr. Tierney explains the intricacies of the Sidewinder to reservists. M/Sgts. Roy B. Gratzinger w

Oddly enough, there is an Air Reserve flight made up of technicians and scientists working for the Navy at the station—about 15 of them commanded by Maj. Charles Thelan, with Capt. John Burnett as training officer. It is Flt F, 9447th ARSq.

"You know," commented Capt. Burnett one day not too long ago, "I'll bet a lot of reservists would get a big bang out of watching some of the tests we hold here. Wonder if Capt. Ashworth would buy the idea of having a group come over?"

the *Snort* research track.

About half of the 125 who were able to make the trip (weekday or no) came by C-47's from Castle AFB and a California ANG plane. The remainder drove approximately 200 miles by automobile, some of them driving all Wednesday night to be on hand at the 0700 start of the tour.

They were deeply interested, and perhaps a little awed, as Capt. Ashworth, in his welcoming talk, described briefly the mission of NOTS and the money expended in creating our astonishing new weapons which come complete with a "brain" that can seek out and track down its target at speeds no present jet plane can even approach.

Later, the reservists were driven by bus to one of NOTS' many target ranges to watch the firing of a *Terrier*. The wind really howled down the gulley and it was anything but a springlike day as the reservists huddled on "bleacher seats" listening to an explanation of how the drone plane target is controlled, and how the *Terrier* is guided to its target. Actually, in most cases, the missile's controllers deliberately aim for a "near miss" for drone planes are expensive and

rd to come by and the station's amazing calculating machines can render fully as much information via that method by a direct hit.

Another highlight of the tour was witnessing a run on the *Snort*, an abbreviation of Supersonic Naval Ordnance Research Track, a 4.1 mile heavy-duty railroad track with rocket-powered sleds which can attain scorching speeds higher than 2,000 miles an hour.

One bit of incongruity occurred on the trip to the *Snort*: Here in the midst of some of the most complicated and delicate machinery conceived by man, one of the buses broke down—carburetor trouble! (What's a carburetor, d?).

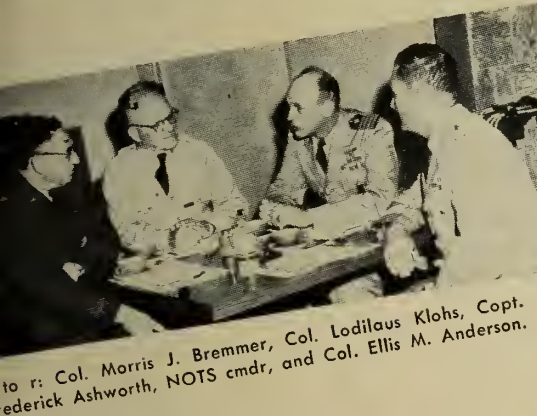
Anyway, the reservists were brought to the roof of the

"Suppose," asked a reservist, an ex-fighter pilot who probably (as did a great many others) had reason to recall such an incident during his war experience, "suppose a pilot, during the excitement of battle, inadvertently launched that thing at one of his own planes? Could he stop it, or turn it?"

"There is only one answer to that," smiled Cmdr. Tierney. "You get on your radio and yell to the pilot of the plane you shot at: 'Sam, you have four seconds to bail out!'"

Although these truly devastating missiles were created at NOTS, and have been sent out to the fleet, our Air Force also is being equipped with them—certainly a comforting piece of knowledge if any enemy planes are rash enough to make an attack.

1st Lt. Les Abbott, former fighter pilot, speculates on the fabulous *Sidewinder*. Will he, one day, have to fire this "ultimote" weapon?



to r: Col. Morris J. Bremmer, Col. Lodilaus Klohs, Capt. Frederick Ashworth, NOTS cmdr, and Col. Ellis M. Anderson.



Fresno reservists look at cockpit of B-58 currently being tested on a SNORT track.

ontrol tower which runs the *Snort*—a good half a mile away from the track because the sled this day was to use the new liquid fuel whose gases were highly toxic. As the controller "counted down" the seconds, eyes were strained to catch the terrific blast and 50-foot stream of fire which shot the sled down the track.

"Getting a ride on that sled," commented one reservist, "would curl the hair of a crew-cut college boy." Which is an understatement to end all understatements.

Technicalities precluded the firing of the *Sidewinder* (named after the Mojave's deadly snake), but the reservists were treated to a special color film depicting very, very graphically just how deadly this weapon is. The film also showed the *Sidewinder's* amazingly simple construction. It has only 10 moving parts and fewer electronic parts than a table model radio.

Equally as interesting was the talk given by Lt. Cmdr. A. Tierney, one of the top test pilots for the station and commander of its Guided Missile Unit 61.

"As you have seen on the film," said Cmdr. Tierney, "the *Sidewinder* really has a 'brain' and once it is launched nothing can stop it from hitting its target. It's very close to the ultimate ultimate' I would say."

The Air Reservists to a man, at the end of the show, were vociferous in their appreciation of the Navy for allowing them to obtain this first-hand knowledge of the Armed Forces' latest weapons.

"A tour like that," declared Col. Ladilaus Klohs, commander of the 9084th ARGp, "really builds up the morale of the reservist. After months of routine classroom work, he finds himself right up to the minute on our country's defenses. It gives him renewed incentive and pride that he is a part of that defense."

Capt. Burnett, of the host Air Reserve flight, hoped that he could schedule additional such tours for reservists able to make the trip on scheduled firing days. Incidentally, it was officers from that squadron who acted as guides for the tour. They are extremely able men who can break down the multi-syllable language of the physicists into something that faintly resembles the English language. And, although, to be sure, the average WWII vet, who dealt in bullets and bombs still couldn't quite believe his own eyes as he watched the missiles headed toward unbelievable altitudes, he was able to grasp the main theory behind their destructibility and accuracy.

Indeed, as was mentioned before, it was truly an awesome exhibition and it left each reservist with, as Col. Klohs said, a renewed incentive and pride that he is a "part of the team."





MAIL BAG

Dear Editor:

I served in the AF from May 4, 1954 thru May 3, 1956. I was advised that my service was completed upon release from AD. Recently I received correspondence from ARRC; therefore, what is my status?

JLO
Paris, Ky.

The Universal Military Training & Service Act requires each male person without prior military service who was properly enlisted, appointed, or inducted between June 20, 1951 and Aug. 9, 1955, before attaining his twenty-sixth birthday, to complete a total of eight years' active service and/or service in a reserve component. Upon release from active military service, you were transferred to the AFRes for completion of your 8-year obligation. This you will complete on May 3, 1962.

Dear Editor:

I have entered theological training. What document should I submit for my discharge from the AFRes?

EAS
New York, N. Y.

Submit to ARRC an application requesting your discharge, accompanied by a statement or certificate signed by the appropriate official of the religious order, showing that in order for you to proceed further with your acceptance into the religious order it is required that you be discharged from all military service you may have.

Dear Editor:

I received an indefinite term appointment as an AF reserve officer in Sept. 1952. When, under what conditions, and according to what regulation may I resign this appointment?

SD
York, Penna.

Your resignation may be tendered at any time by reason of National Health, Safety or Interest, having met service requirements, overage in grade, physical disability, or by

reason of minor children in the case of a female officer. Your resignation should be submitted under the provisions of AFR 45-42 and will be accepted in accordance with the criteria for resignation existing at the time of application.

Dear Editor:

I recently retired as an airman with more than 20 but less than 30 years' active military service. I concurrently hold a reserve appointment as a major in the AFRes. May I now request reserve retirement as a major and will this retirement, if approved, entitle me to annuity based on my officer's rank?

REL
Dayton, Ohio

You will, upon application, be assigned to the Retired Reserve Section in your officer's grade. This retirement will not entitle you to additional annuity based on a major's pay. This action will not preclude your being advanced on the Retired List to highest grade satisfactorily held (while on AD) and receiving retired pay of that grade upon completion of 30 years' active and reserve service as an airman.

Dear Editor:

I am an AFRes major. If I decline a promotion in the reserve, will I be again considered for promotion?

HEL
Ventura, Calif.

Yes. You will be considered for the second time. If you fail of selection on the second consideration, or if selected and you again decline, you will be eliminated from the AFRes.

Dear Editor:

I am a reserve officer assigned to a reserve unit and have received notification from the ARRC of my elimination from the AFRes under the provisions of ROPA. Will it be necessary for me to request release from assignment?

JKE
Cincinnati, Ohio

You will be retained in your present assignment until orders are published effecting your discharge from the AFRes, concurrently effecting your release from your reserve unit.

BOOK REVIEW

AIRPOWER—THE DECISIVE FORCE IN KOREA, edited by Col. James Stewart (Van Nostrand)

The employment of aircraft during the Korean conflict—analyzed with exceptional clarity in this absorbing book—will hold the interest of all serious students of modern airpower. A compilation of articles originally published in the Air University Quarterly Review, the collection also incorporates information accumulated on-the-spot from air men who fought in the Korean campaign. A worthwhile addition to the library of air literature, the book draws significant conclusions for future air combat.

FLIGHT by John W. R. Taylor (Pittman)

An indispensable work for the professional airman and student alike. A pictorial history of flying machines, past and present, the volume covers the evolution of flight itself from the earliest references of Roger Bacon (1214-1292) to the threshold of interplanetary flight. Some 650 selected photographs graphically illustrate man's conquest of the air.

THE ZEPPELIN IN THE ATOMIC AGE by Edwin J. Kirschner (University of Illinois Press)

A fascinating book, attractively designed, in which the author presents the case for lighter-than-air aircraft. Proponents of modern airpower will be startled with the thought-provoking comments proposed by Kirschner, who theorizes that atomic-engined zeppelin would fill a definite need in the world's transportation system. An illustrated history of lighter-than-air craft readies the reader for the author's analysis.

THE SPIRIT OF ST. LOUIS by Charles A. Lindbergh (Scribner)

There are several reasons why it was fitting for the publishers to reissue this best-seller of an epic flight, one which stirred man's imagination as no other aerial flight ever did before. It is exactly three decades since "Lucky Lindy" took off on that history-making flight. Then the motion picture was released this year. Finally, Lindbergh is a brigadier general in the AFRes, while Jimmy Stewart an AFRes colonel, plays the principal role.



PAPER SKYSCRAPER

THE Air Force Records Center has a modernized version of "Who's Who" that could tower above the Empire State Building.

But the biographical sketches of 3,000 air reservists are on electrical counting machine (EAM) cards—each 1/140th of an inch thick.

The latest check shows there are 237,498 EAM cards in the Directorate Reserve Personnel Statistics (STAT). Stacked on top of each other, these cards would reach 1,874 feet high. The Empire State Building is 1,472 feet high. Condensing data on cards that can be electrically shuffled, sorted and then come up with lists of pre-selected items is the key to a rapid, orderly integration of reservists into the active Air Force in event of national mobilization.

Each EAM card can be coded for 80 columns of information. On each of the 1,776 officers on strength as of 31 May 1956, an average of three Classification and Index (C&I) cards is maintained. On each of the 191,268 reserve men, one C&I card is kept.

Current Information provided

A copy of the No. 1 C&I card is also kept in a research file that provides Central agencies with up-to-date information on the assignment of a reservist.

An address card is filed alphabetically in the Locator Branch, which is revised immediately upon notification of change of address. A duplicate of the address card is maintained in a mailing file used for printing address labels including the individual distribution of *The Air Reservist* magazine. Reservists can aid STAT in its mission of correct, current addresses by promptly forwarding no-

tices of change of address to ARRC.

A separate EAM card is maintained on reservists assigned to NARS, IRS, and ISLRS, which is coded to show the authority for personnel actions. Studies are underway to extend this type of authority card to include all unit assigned reservists.

Each card is readily accessible. A STAT clerk checking an individual reservist can extract needed data in the time that it takes to note the digits of the service number, walk over to the steel filing tray, and pull the appropriate card. Incidentally, reservists corresponding with the Center should always include their service number to facilitate checking by STAT clerks.

But it is the electrical machines that set the pace. Under best working conditions in projects involving thousands of EAM cards, machines are capable of these speeds: reproducing machine—100 cards per minute; interpreting machines—60 per minute; collating machines that can match, merge or sequence check—240 per minute; tabulating machines that can make a detailed listing or a summarized total—150 per minute; electrical statistical machines that can total factors without interfering with the sequence—450 per minute.

A new sorting machine can hit a top speed of 1,000 cards per minute.

Here is how this mechanization was geared to support the 1956 Selection Board that convened at ARRC in April to consider about 55,000 officers eligible for mandatory consideration under ROPA:

1. STAT screened and re-screened EAM cards to prepare up-to-the-minute rosters of eligible officers by each grade.

2. Furnished eight copies of the rosters to ARRC agencies which facilitated pulling of records and permitted a tight control on the records flow.

3. Prepared voting sheets for the board listing the eligible officers alphabetically by grade.

4. Recorded all board actions statistically and forwarded EAM cards and rosters to Hq USAF for final approval by the Secretary of the Air Force.

5. Recorded the final approved actions when the rosters were returned to ARRC from Hq USAF.

6. Matched the final approved list against current address cards in the preparation of detailed rosters showing all final actions for distribution to Hq ConAC and its numbered air forces.

7. Prepared AFRes orders by machine for mass promotion lists.

8. Finally, STAT prepared individual address labels at the rate of approximately 5,000 per hour to be used in the distribution of orders and correspondence reflecting the final ROPA action.

The completeness, the accuracy, and the speed that characterized STAT's support of the 1956 ROPA Board can be applied in the event of national mobilization.



CROSS COUNTRY REPORT



ANG Squadron Fires "Mighty Mouse"

North Dakota's 178th Ftr Sq, commanded by Capt. Duane S. Larson, became the first Air National Guard unit to conduct an air to air rocketry exercise utilizing the 2.75" FFAR (Mighty Mouse) rockets in F-94C's (Starfires) last March.

Best indication of the success of the effort was given when Capt. Larson, with his radar operator, 1st Lt. R. P. Lucas, scored a direct hit on the DelMar target on their first mission of the exercise conducted at Duluth, Minn. They thus became the first Air Guard crew to become fully combat qualified in rocket firing aircraft operated by the ANG.

* * *

Col. Giffen Delivers Address

Col. E. D. Giffen, commander of the 9166th ARGp of Harlingen, Texas, delivered the principal address at the graduation ceremonies of class 57-C at Harlingen AFB.

Of the 77 members of the graduating class, 30 were student officers receiving their wings as observer-navigator, four were from Ecuador receiving their training under the Mutual Aid Defense Pact, and the remainder were cadets who received their commissions as second lieutenants along with their wings. Col. Giffen spoke to the graduates on "Looking to the Future."

* * *

Mercy Mission for 514th TCW

The 514th Trp Carr Wg of Mitchel AFB, and its host unit, the 2233d ARFC, cooperated in a mercy mission which enabled Mr. Richard Wright and his stepson to fly to Camp Le Jeune where Mr. Wright's son was critically ill, stricken with spinal meningitis.

Reservists who flew the Wrights to the Cherry Point NAS in a C-119 Flying Box Car as part of a scheduled mission included: Capt. Joseph M. Dioguardi and John E. Ehrhart, 1st Lt. Paul Cat-tone, and A/2c William L. Wellons and Frank Gurerra.

* * *

Weekend Training for "B" Personnel

Some 15 Category "B" personnel, members of the 9803d ARSq of Hot Springs, Ark., currently are undergoing a "centralized" weekend specialized

training, Maj. William R. Terrell, commander, announced.

This is possibly the first instance in the AFRes where Category "B" personnel are combining Saturday night and Sunday morning specialized training sessions to make it feasible and economical for them to travel considerable distances from sparsely settled areas to a central training location. Classes currently are meeting a minimum of two hours starting at 8 pm Saturday night and reconvening at 8 am Sunday.

* * *

Reservists Take Supervisor Course

Twenty-four Air Reserve officers representing 10 Wisconsin cities and five AFRes units in the 10AF converged on the Milwaukee AResC to combine their active duty tours with a 2-week management training course for AF supervisors.

Under the instruction of Maj. Paul A. Hamlin, the officers studied method improvement, distribution of workload, span of control, flow of charts, the supervisor's job, improvement of work situations, better planning, training of workers and self improvement.

* * *

Charter to Ernie Pyle Sq

Col. John G. Gross, professor of Air Science at Indiana University, recently presented a charter to the newly formed Ernie Pyle Sq., of the Sabre Air Command, to AFROTC Cadet Paul Pack, commander of the squadron.

Also attending the brief ceremony was Col. Ray W. Clifton, liaison officer from Hq AFROTC, Maxwell AFB, Ala.



L to r: Cols. Gross and Clifton, Cadet Pack

Reserve Roundup

Col. William E. Waibel has been selected as chief of the N.Y. AMC Reserve Training Unit. . . . T/Sgt. Arthur C. Gessler has been named liaison NCO for the 9445th ARSq, Oakland, Calif. . . . Col. Harold Stuart, former assistant Sec'y for Air, was guest speaker at a meeting of the 9176th ARGp, Tulsa, Okla. . . . The 9839th ARSq of McAlester, Okla., Maj. Mitchell T. Bisanar, cmdr, was host unit at a banquet climaxing McAlester Air Force Week.

Cadet Clyde A. Laughlin was the first to solo in the U. of Washington's AFROTC flying training program. . . . Col. Roger L. Zeller, president of ROA, presented the ROA's Distinguished Service Citation to Pat Frank, author of the novel, "Forbidden Area," for the story's value in alerting the U.S. to security problems. . . . William S. Campbell, a reserve lieutenant colonel in the 9215th ARSq, has been named publisher of *Cosmopolitan* magazine. . . . Maj. Gen. Robert E. L. Eaton, 10AF cmdr, presented the Department of Defense Award to representatives of the Union Pacific RR Co.; the Securities Acceptance Corp.; and Mutual of Omaha, all Omaha Neb., firms. . . .



Lt. Col. Campbell

ConAC's Certificate of Meritorious Achievement was presented to Lt. Col. Everett S. Lindley, cmdr, 143d Air Resupply Sq, R.I. ANG, for its accident-free flight safety period from Apr 1 thru Sept 30, 1956. . . . Miss Robin A. Kaminer is the first female candidate to enter the new WAF ROTC program at UCLA. . . . Albert M. Skea, aviation editor, Newark (NJ) Evening News, received a certificate of appreciation from Col. Joseph Daleda, cmdr, 9071st ARGp. . . . AFROTC Det. 660 of the U. of Akron was host at a military ball at which the world-famous "Airmen of Note" appeared, the first time this unit has participated at an AFROTC-sponsored dance, according to Lt. Col. George C. Welch, professor of Air Science.

Miss Denise White was named "Miss 130th AC&W Flight" and designated an honorary lieutenant colonel in that Utah ANG unit. . . . ConAC's Flying Safety Award was presented to the 375th Trp Carr Wg of Pittsburgh, Pa. Col. Albert B. Starr, cmdr. . . . A 1AF Certificate of Appreciation was presented to the Hyannis, Mass., Lodge #1549, BPOE.



Cadet Charles A. Putney here examines one of the Cessna 140 airplanes currently being used in the APROTC flight program at the U. of Washington. He is one of 40 cadets enrolled in the training.



Maj. Gen. Rob't E. L. Eaton, 10AF cmdr, holds ConAC's administrative effectiveness plaque. It was won by 10AF for second straight time.



Maj. Gen. Roger J. Browne, 1AF cmdr, is speaking informally to Air Explorer Scouts of Roanoke, Va. The general had just completed a speech to Air Reservists of the 2551st AResC, Roanoke.



Surprise security alert had personnel of Mass. ANG's 102d AD Wg hunting for ID cards. M/Sgt. James Holden is in car. AP's A/1c J. Rosa and S/Sgt. M. Rocha check.



RESERVE CAMERA



Jean Hixon, reservist with 2627th AResC of Akron, Ohio, and an air-minded school teacher, gets a Mach 1.1 jet ride in an F-94 Starfire.



Wg. Cmdr. P.G.H. Matthews of British RAF shows England's Air Reserve structure to Maj. Gen. R. E. L. Eaton, 10AF cmdr; Col. F. Garrison, and Col. A. F. Jeffrey, ANG cmdrs.

Guided Missile Course

Year-Long Training is Stimulus to Milwaukee Reservists

Several hundred reservists throughout the nation are peeking under the cloak of mystery hiding the technical aspects of nuclear and thermonuclear warfare.

During the past 2½ years, many reserve units have been conducting special courses in revolutionary weapons within their unit general training assemblies.

The guided missile, particularly, is being subjected to a long, hard look by Milwaukee's (Wisc.) 9664th ARSq, which completes a year-long training course in this complex weapon this month. The unit's training section, well aware of the Air Force's development of missiles, decided to bring to those interested the very latest in its techniques, construction, and operations.

Lt. Kenneth J. Schlager, an electronics expert and Annapolis graduate, presently employed with the General Motors Corp., accepted the position of project officer for the guided missile course. Over the past 11 months, he has steered the 9664th's special students

vists, a capacity crowd has attended each guided missile class.

Many guest speakers, such as NIK experts, professional engineers, technicians, and educators have discussed various phases of the guided missile in keenly interested classes.

From an initial attendance of 42 reservists last June, the class now approximates 68 reservists. Among them are professional engineers, such as Lt. Col. Andrew J. Gorski, Capt. Richard C. Feak and Robert G. Ries, Lt. Richard A. Bonniwell, Jr., Kurt W. Bower, and Harry R. Butzalff.

Reservists without engineering background have been just as enthusiastic about the course. They represent many professional fields, including law, medicine, education, forestry, and accountancy.

Abreast of Developments

One of the professional engineers, Capt. Feak, had this to say about the 9664th's guided missile course: "Both as an individual and as an Air Reservist, I have been impressed and surprised at the current developments of missiles as defined by the experts who have spoken on the subject."

And Maj. John F. Speer, an accountant, spoke for all the students when he reported that "the guided missile course has been a most excellent means for keeping the reservist abreast of current developments and maintaining interest in the present program."

Lt. Frank A. Mueller, the unit training officer, indicated that the course is a must for every reservist because of its vital importance. Milwaukee's ARSq commander, Lt. Col. Ervin G. Haack, is enthusiastic in his support of the guided missile course.

"This course has acted as a stimulus to the reservists," said Col. Haack, "in developing an interest in subject matter related to the employment of military tactics. It has provided a means of securing a better than nodding acquaintance with the capabilities and limitations of a weapons system currently under much discussion."

The last assembly for the guided missile course will be held May 23. Upon its completion, the 9664th ARSq plans to enter immediately into another year-long study of modern weapons and warfare. While the squadron has not confirmed the next study course, much interest has been shown in psychological warfare.



Interested reservists of the 9664th ARSq get instruction on what makes the missile tick.

through propulsion systems, jet streams, air-frames, and other technical subjects which would have remained a mystery without his guidance.

Originally intended for members of the 9664th only, the guided missile class drew so much attention that the squadron staff was soon besieged with requests for members of other units who wished to attend the classes. With the invitation extended to all Milwaukee area reser-



Missile technician stresses weapon's features in field trip made by Milwaukee reservists.

Pentagraphs

AF Film: Bombers B-52, a Warner Brothers film in cinemascope and color, will soon be released commercially and shown in base theaters throughout the country. The story depicts the importance of the noncommissioned officer—and the new chief in particular—to the AF "team." The picture, starring Kurt Maldin and Natalie Wood, was shot on location at Castle AFB, Calif., home of the first B-52 wing. Thrilling flying scenes enhance the appeal of the picture, completed just one month ago.

* * *

Public Relations Convention: Representatives of the Air Force, Army and Navy will participate in two ROTC seminars programmed to discuss public relations problems at the National convention of American College Public Relations Association in Omaha, Neb., on June 24. Scheduled as an integral part of the 5-day convention, the seminar will feature a discussion of *The ROTC In Our Colleges—Its Relationship to Students, Faculty and the Community*. Approximately 200 college public relations officials from different parts of the nation are expected to attend the seminars. The problem areas covered will include ways and means of increasing cadet enrollment through better public and community relations.

* * *

AFROTC Wants Noncoms: The AFROTC headquarters located at Maxwell AFB, Ala., has announced openings for staff and tech sergeants in its detachments beginning this September. Especially needed are organizational supply supervisors and supply specialists. There are also some openings for personnel and educational technicians. The openings are at colleges and universities in Arkansas, Illinois, Indiana, Maine, Massachusetts, Missouri, New York, North Dakota, Ohio, Pennsylvania, Vermont, and the District of Columbia. In addition to filling vacancies for the 1957-58 school year, assignments would be for the normal 3-year tour.

* * *

Non-Prior Service Enlistees: USAF has authorized ConAC to enlist non-prior service individuals between the ages of 18½ through 25 into AFRes TO&E units for a period of six years. The same eligibility requirements apply to the enlistment of these individuals in reserve unit positions as are applicable to the enlistment of 17 to 18½ year-olds under provisions of Section 262 of Public Law 205, with the exception of the period of statutory service obligation which in this case is six years instead of eight years. Both age groups, however, are required to serve six months on active duty to be followed by satisfactory participation in the Ready Reserve for the periods of enlistment specified above. Numbers to be procured under the program will be contained within the previously established quotas of 2,500 non-prior service airmen for the balance of FY57 and 3,600 for FY58.

Social Security: The Washington Social Security District Office reminds lawyers, dentists, osteopaths, veterinarians, chiropractors, naturopaths and optometrists that they were brought under the protection of the social security law for the first time in Jan. 1956. If you are a member of one of these professions and had a net income of \$400 or more from your profession in a taxable year ending after 1955, you should: (1) secure a social security card, if you never had a social security number before; (2) file separate form Schedule C with your regular income tax return; (3) pay the 3% social security self-employment tax on your net earnings from your profession. These social security tax contributions you make during your working years provide an income for yourself or your family in case your earnings are cut off by old age, disability, or death.

* * *

Television Show: On the 12th of this month, the AF, in conjunction with all of the Armed Forces, will cooperate with NBC's *Wide Wide World* in televising a show stressing *Power for Peace* in observance of Armed Forces Day 1957. Viewers may tune in the show from 4 - 5.30 pm in all areas throughout the United States. Rebroadcasts have been scheduled to coincide with that particular time period.



Above is the first official photograph of the new, supersonic fighter-bomber, the Republic F-105 *Thunderchief* which has been scheduled by the AF for volume production. Designed under the Weapons System Concept as a nuclear-bomb-carrying fighter and powered by the Pratt and Whitney J-75 engine, the *Thunderchief* has already proved itself in more than 250 testflights. It flew faster than sound on its very first flight. Notice such outstanding design features as the long, cylindrical fuselage, the short, very thin swept-back wings, the needle nose and the ventral fin on the bottom of the aft fuselage near the tail. Scheduled to reach a production peak late in 1958, the F-105 assembly line is already in operation.

* * *

Aviation Education Workshop: The 1957 National Aviation Education Workshop, sponsored by the Civil Air Patrol in cooperation with Miami University, Oxford, Ohio, will be held July 8 through Aug. 9. The workshop is slanted primarily to interest elementary and secondary school teachers and school educators and supervisors interested in gaining more information about the modern air age. Individuals holding current valid teachers' certificates are eligible to attend the workshop. No flight experience, vocational or technical knowledge is necessary as a prerequisite. Three to six semester hours of credit may be earned. However, teachers or CAP members (also eligible to attend) may be enrolled as Special Students in lieu of earning credits. The course will bring the participants a close-up of aviation, translated to fit the needs and answer many questions of school-age boys and girls.

pictures of the month



T/Sgt. James E. Ogburn explains principles of strategic airpower to newly assigned AFRes airmen of the 9488th ARSg of Charlestown, W. Va. They are, left to right, T/Sgt. Ray R. Warren, A/1c Angela A. DeCarla, S/Sgt. Thomas H. Pennington, and A/1c Donald E. Whitten. Glad to welcome you!



Maj. Gen. Robert B. Landry, 4AF cmdr, presents a Department of Defense Reserve Award Certificate to Mr. Dan A. Kimball, the president of the Aerjet General Corporation, at a ceremony held at the company's plant. Award was for outstanding personnel policies pertaining to reservists.



Reservists of the 2647th ARSg of Clearfield, Utah, take full advantage of the film, "Battle Hymn," to do a little recruiting. The theater, Radio Station KLO, and stars also cooperated.



Maureen O'Hara, 10 years a naturalized citizen, displays a poster calling attention to the 10th annual Armed Forces Day on May 18th. The plane (for those looking at the plane) is an F-102.



The NYANG's 106th Bomb Wg, recently converted to an air defense role, accepts its first T-33. First test flight was made by Lt. Col. Charles W. Hartan (1). Maj. W. F. Gill accompanied him.

THE AIR

Reservist

JUNE-JULY 1957

ConAC Changes Commanders page 4

"Swift Lift" page 5



CELESTIAL CHESS see page 10

UNIVERSITY OF ILLINOIS



AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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CONTENTS

| | |
|-----------------------------|----|
| ConAC Command Changes | 4 |
| "Swift Lift" | 5 |
| Sabrejets | 7 |
| Cadettes Career | 9 |
| Celestial Chess | 10 |
| Mail Bag | 14 |
| ConAC's Right Arm | 15 |
| Reserve Camera | 17 |
| Cross Country | 18 |
| Pentagraphs | 19 |
| Pictures of the Month | 20 |

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "THE AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

USAF's Golden Anniversary to be Theme Of AFA's Eleventh Annual Convention

Most of the nation's military and civilian dignitaries will attend the Air Force Association's week-long annual convention in Washington, D. C., beginning July 28, which will spotlight the U.S. Air Force's Golden Anniversary.

The AF's 50th birthday celebration will start with an Airpower Review at Andrews AFB, Sunday, July 28, at 2 pm. Featured will be aerial and ground aircraft demonstrations, a thrilling precision performance by the AF's *Thunderbird* team, and the completion of the Ricks Memorial Trophy Event jet flight from Fresno, Calif., for Air Guard pilots.

The convention meetings will get underway with Reserve Forces Day, July 30, with a seminar, reception, and Reserve Awards Banquet.

Anniversary Day itself will be celebrated with various events on August 1, fifty years to the day that an Aeronautical Division was established. The historical memorandum of August 1, 1907 stated, "The Division will have charge of all matters pertaining to military ballooning, air machines, and all kindred subjects. All data on hand will be carefully classified and plans perfected for future tests and experiments . . ."

In 50 short, but turbulent years, the U.S. Air Force emerged as a deterrent force second to none.

Anniversary Day will open with an AF Memorial Service in the Arlington National Cemetery, 9 am. An hour later, the Airpower Panorama will be open to the public in Washington's National Guard Armory, where the Post Office Department will issue a new air-mail stamp commemorating the AF's

Golden Anniversary.

The anniversary luncheon at noon will highlight the 50-year history of the AFA with many of those key figures present who contributed to its growth. Three anniversary balls in different hotels—each representing a different WWI theater of operations, will climax the Anniversary Day's celebration.

Much attention, too, will be devoted to the AFA Awards Banquet, August 3, when AFA's Aviation Man of the Year will be announced and presented the Gen. H. H. Arnold Trophy for his contribution to aviation. Other awards at the banquet will include the Flight Award, the Gen. Hoyt S. Vandenberg Air Education Award, the Science Award, and the Arts and Letters Award.

In addition, the AFA convention will include briefings by AMC and ARDC, an Airpower Symposium and Luncheon, and a round of AFA business.

see AFA page 12

Albuquerque Air Guard Sq Qualifies for AFA Award

The 188th F-I Sq, of Albuquerque, New Mexico ANG, won the Spaatz Trophy, annually awarded to the country's outstanding ANG flying unit, the National Guard Bureau announced.

Two Iowa ANG squadrons won second and third places in the judging, which is based on tactical, technical, administrative and logistical efficiency. These units were the 124th F-I Sq of Des Moines, second; and the 174th F-I Sq, Sioux City, winner of the trophy last year, third.

By winning the Spaatz Trophy, the 188th automatically qualified also for the AFA's Outstanding ANG Unit Trophy. Both awards will be presented to Maj. Francis A. Williams, squadron commander, at ceremonies this summer.

The Spaatz Trophy is named for the former AF Chief of Staff, Gen. Carl Spaatz.

In announcing the awards, Maj. Gen. Winston P. Wilson, chief, AF Division, NGB, also said that the 179th F-I Sq, of Duluth, Minn., has been declared winner of the trophy named in his honor by its donors, the Night Fighter Ass'n. This trophy is annually awarded to the ANG's outstanding all-weather squadron. The Minnesota unit is commanded by Lt. Col. Ralph M. Jerome.

Instead of 12, We Have 11 For Fiscal Year of '57

The monetary meat-axe chopped out one of *The Air Reservist's* issues of fading FY57. Shaking off the budgetary blues, the staff combined this June-July issue to reach you in time to bridge the gap of both months.

Though there weren't sufficient funds for two 16-page issues, we managed to salvage one 20-page number. We now rock and roll into FY58 with the grim determination to dodge the confounded chopper.

C-119 SIMULATORS

mean "dollars and sense"

"Mitchel tower, this is Air Force 102. Request taxi, takeoff information, please."

"Air Force 102, this is Mitchel tower. Taxi west on the ramp. Takeoff runway 12, wind southeast 12. Altimeter 29.29. Tower time 1331. Clear to taxi."

Thus is inaugurated ConAC's latest aid to the operational readiness of its rated reservists, the C-119C Simulator.

The Simulator, located at Mitchel AFB, N.Y., is the first of its type to be put into operation within ConAC and was recently "flown" on its maiden voyage by Brig. Gen. Clayton Stiles, commander of Mitchel's AFRes 514th Troop Carrier Wing.

According to Gen. Stiles, "The Simulator will definitely play an important part in achieving and also maintaining the proficiency necessary for the successful completion of the operational mission of the 514th TCW."

Stresses Coordination

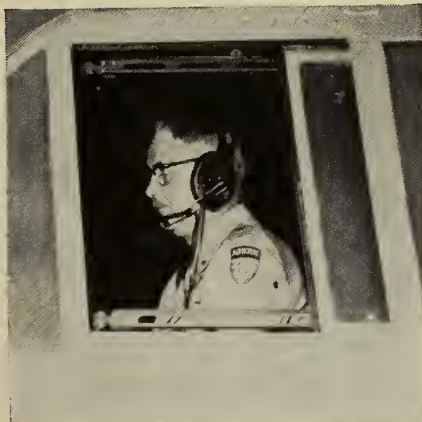
The Simulator itself is a "high fidelity" trainer which closely duplicates the physical and flight characteristics of the C-119C *Flying Boxcar*. It is specifically designed to practice crew coordination, normal and emergency operating procedures, all weather techniques, cross training, instrument checks and familiarization with let down and missed approach procedures at installations to be visited for the first time.

The Simulator, manufactured by the Curtis-Wright Electronics Division, is designed to train three crew positions; the pilot, co-pilot and flight engineer. While the Simulator does not reproduce the in-flight physical sensations of an actual C-119 (due to prohibitive costs), it does duplicate, as closely as possible, as many specific characteristics of the aircraft as are economically feasible. For example, in the C-119 Simulator, engine performance, reaction to flap changes, depletion of fuel, changes in control pressures, etc., are based on performance information actually obtained from the C-119 aircraft.

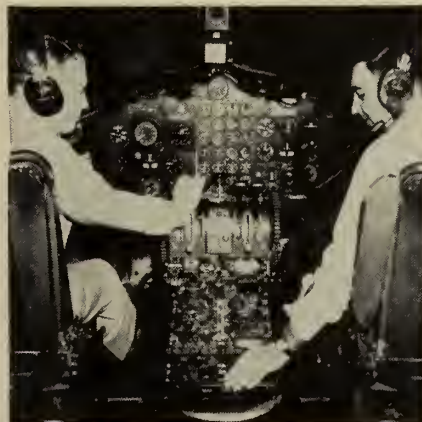
The physical layout of the Simulator is divided into two major parts—the



Technician checks Simulator at Mitchel AFB. Computers duplicate C-119 radio facilities.



Gen. Clayton Stiles, cmdr, 514th TCW, Mitchel AFB, at the controls of the training device.



Reservist Capt. A. Gregory (1) manipulates instruments under supervision of technician.

pilot, co-pilot and flight engineer's seats (configured exactly like an authentic C-119) and the instructor personnel area. The latter group also consists of three men and includes the instructor pilot and two radio facilities men. It is the IP's job to station himself at the "trouble console" immediately behind the crew compartment and introduce in-flight and on-the-ground normal and emergency conditions. These troubles may be injected individually, in sequence, or in various combinations with the IP looking on to observe crew techniques.

Simulates All Situations

The two radio facilities men are responsible for duplicating many radio facilities including air traffic control, approach and/or departure control, tower operators, GCA operators, ADF, ILS, aural nulls and fan markers.

Four obvious advantages of the Simulator are safety-realism, more effective use of student's time, and better instructional facilities. As Lt. Col. Robert Drum, commander of the 2233d ARFC at Mitchel AFB, recently commented: "We can now practice procedures covering the most dangerous situations in any type of weather. When all training program details have been ironed out, one Simulator could be worth five aircraft for specific types of training."

Mr. Al DeRienzo, supervisor of synthetic training at Mitchel, also brings up another important advantage of the Simulator—its maintenance problems or rather the lack thereof. Said Mr. DeRienzo: "Other Simulators of this type within the AF have been averaging over 85 per cent in-commission. This would be tough to beat by an actual C-119."

This particular Simulator is intended to aid in the training of approximately 700 C-119 pilots from five reserve wings within 1AF and has cost the USAF almost \$1,000,000 to put into operation. Its apparently high initial cost is readily offset by its comparatively low operating cost—\$60 per hour as compared to \$360 per hour for a C-119.



Gen. Hall Succeeds Gen. Stone as ConAC Cmdr

Assumes Command July 1; Gen. Stone Retires; Gen. Grussendorf, New AC/S RF

Maj. Gen. William E. Hall, assistant C/S for Reserve Forces, USAF, succeeds Lt. Gen. Charles B. Stone III as ConAC commander, July 1, in the grade of lieutenant general. Gen. Stone retires June 30, completing 30 years of Air Force service.

Maj. Gen. Richard A. Grussendorf, commander of the 6th Allied Tactical Air Force, Izmir, Turkey, replaces Gen. Hall this August.

These major command changes, along with several others reported here, were announced by USAF late last month.

Gen. Stone, born in Fort McPherson, Ga., succeeded Lt. Gen. Leon W. Johnson as ConAC commander in December



Gen. Hall



Gen. Stone



Gen. Grussendorf

1955 after serving as USAF Comptroller since July 1951. Ordered to the CBI theater in 1943, the general was subsequently appointed C/S for the Eastern Air Command there. In 1945 he was sent to China to organize new headquarters for the 14AF "Flying Tigers," of which he assumed command.

Other assignments for Gen. Stone included deputy commander of ADC at Wright-Patterson AFB, Ohio, in 1946, and Asst for Materiel Program Control, DC/S Materiel, USAF, in 1951.

On April 1, 1956, Gen. Stone was assigned additional duty as Senior AF Member, Military Staff Committee, United Nations, and on July 2, 1956 also became Chairman, U.S. Delegate, UN Military Staff Committee.

Gen. Hall, a McAlester, Okla., native, was Chief of the American Mission to Bulgaria in 1944 and then deputy

Farewell Statement by Gen. Stone

One of the highlights of my 30 years in the Air Force has been my association with our Reserves. There is a great deal of talent among them—and an outstanding willingness to play the Air Force game.

You all know we have been concerned with building a truly Ready Air Force in Reserve—one that could immediately augment the Active Force with units and individuals in any emergency.

Much progress has been made in that direction. More and more, the Air Reserve Forces have been performing parts of the active force mission. For example, last summer "Operation 16 Tons" proved the logistic capability of our reserve airlift wings. And our Air Guard fighter-interceptor squadrons and Air Force Reserve fighter-bomber squadrons are standing 24-hour runway alerts at or near our major population centers. This is assurance indeed of the protective umbrella we are able to throw up over our air frontiers.

There are greater goals to which we are pointing. Emphasis is on Combat Ready Units and individuals. I am confident that by realistic programming and hard work the citizen-airmen can be maintained at a truly useful state of readiness.

It has been a privilege to be part of the growing progress of the Air Reserve Forces, and I feel honored that I was directly associated with the Reserves during my last year of active duty. I will always carry with me a deep appreciation of the dedication of our citizen-airmen. Perhaps we may never need them, but their continued strength is symbolic of the determination of the American people to live up to their heritage of freedom and dignity.

commander of the 15AF in Italy early in 1945. In May 1945, he was named Deputy Asst Chief of Air Staff for Personnel, and a year later was appointed a member of the C/S's Advisory Group on the War Dept. General Staff.

Transferred to European Command Hq at Berlin, Germany, September 1948, he was designated Director of Intelligence. Reassigned to AF Hq in November 1949, Gen. Hall subsequently became Director of Legislation & Liaison, SecAF. In January 1951, he assumed command of ConAC's 4AF, then became vice commander of ConAC in September 1952. A year later, he returned to USAF as Asst C/S for Reserve Forces.

Gen. Hall will also serve additionally as Senior AF Member, Military Staff Committee, UN.

Gen. Grussendorf of Fergus Falls, Minn., commanded the advanced P-38 training school at Santa Maria, Calif., in March 1944. Transferred overseas in January 1945, he served as chief of Personnel Division of the AAF in the Pacific Ocean Area.

Gen. Grussendorf was executive to the late Gen. Hoyt S. Vandenberg July 1950. He also was chief of Personnel, US Strategic Air Forces and Cmdr, 7th Ftr Wg in the Pacific.

KEY CHANGES IN 4AF, 14AF

Hardy Replaces Finch, Who Retires; Landry to USAF

Two of ConAC's numbered air forces will also see top command changes



Gen. Hardy



Gen. Finch

shortly.

Maj. Gen. Robert B. Landry, 4AF commander, will be assigned to USAF as ass't deputy C/S Personnel, July 1, replacing Maj. Gen. William S. Stone (announced recently as commander, Atlantic Division, MATS).

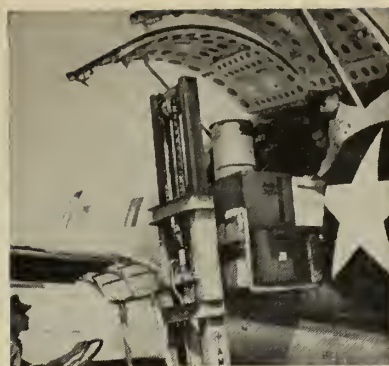
Gen. Landry's successor had not been announced at the time this story was



Gen. Landry

see CHIEFS page 8

Reserve pilots check flight map. They are, left to right, 1st Lt. J. F. Curry, Maj. G. A. Wickle, Capt. J. J. Daly, 1st Lt. S. W. Copp.



Loading of C-46 is checked by 1st Lt. S. W. Copp, co-pilot with 446th Squadron.

*Reservists save taxpayers dollars
by contributions to . . .*

"SWIFT LIFT"



THE ideal situation: Air Force regulars and reservists working as a team, accomplishing invaluable training through a unique feature designed to save taxpayers' dollars.

How? The answer is "Swift Lift" which is now operational throughout the continental United States. ConAC's First, Fourth, Tenth and Fourteenth air forces are all contributing to this "common sense" operation.

Here's an example of a typical "Swift Lift" mission:

Several weeks ago, three K-50's from 9AF's 427th Air Refueling Squadron at Robins AFB, Ga., climbed into the early morning skies. Moments later, two Air Reserve C-46's followed the regulars in flight.

The KB-50's were headed for an important rendezvous at George AFB, Calif. The supporting C-46's were loaded with specialists armed with tools, aircraft parts and the exclusive mission of maintaining the big tankers during the trip and stay at the Pacific coast base.

Piloting the C-46's were Texans, Maj. Gerald A. Wickle of Pasadena, civilian flyer for commercial concerns, and Capt. J. J. Daly of Houston, a department store employee. Flying in the co-pilot slots were 1st Lt. John F. Curry of Houston, whose civilian specialties are plumbing and drafting, and 1st Lt. S. W. Copp of Beaumont, a senior resident engineer with the Texas State Highway Department.

Major Wickle, a troop carrier pilot during WWII, saw service in Africa and Europe, while Capt. Daly was a P-38 pilot in the Pacific. Other crew members varied in civilian and military background—some experienced . . . some on the tender side. But these members of 14AF's 446th Trp Carr Sq whose home station is at Ellington AFB, Tex., are typical Air Reservists who have and will be participating in ever

increasing numbers in Operation "Swift Lift." Such citizen-airmen are to be found in practically every American hamlet.

The 446th's itinerary covered two days. Intermediate touch-downs were made at Abilene, Tex., for refueling during the flight from Robins to Calif., and at El Paso on the return trip home the following day. The crews responded to their part in "Swift Lift" enthusiastically—"it was a training mission with a purpose."

The airlifting of a specific cargo by AFRes aircraft and crews is to be repeated many times in support of TAC airlift requirements. The 18AF assigns such missions through designated channels to specific AFRes squadrons. Generally, participating units are selected on the basis of location and current operational capability.

The basic objective of "Swift Lift" is to accelerate Air Reserve readiness training. Thus, each mission, whenever practical, is incorporated into unit training programs and takes precedent over all other unit training.

This means the taxpayer also will eventually profit. "Swift Lift" provides a double payoff . . . training and the accomplishment of vital missions, plus the bonus of assisting the AFRes to achieve the Ready status on M-Day.

Since the operation got under way April 15, all sorts of airlift assignments have been tackled by the Air Reservists. In one instance, a crew from the 433d Trp Carr Wg at Brooks AFB, San Antonio, Tex., airlifted 1,800 lbs. of Fourth Army equipment from Brooks to Kirtland AFB, N.Y.

Another example of a recently accomplished mission was the airlifting of 13,000 lbs. of cargo at the request of Warner Robins Air Materiel Area from Ellsworth AFB, Rapid City, to Patrick AFB, Fla. This important assignment by reservists from the 446th Trp Carr Wg expedited delivery of cargo in direct support of the USAF guided missile program.

In the first fifteen days of Operation "Swift Lift," 14AF reserve crews alone transported 16,247 ton miles of cargo and have flown more than 66,450 passenger miles.

Selected reserve crews are on special short tours of duty at all times to insure immediate availability of aircraft and

see SWIFT LIFT page 13

KB-50 of the 427th Air Refueling Sq prepares to take off from Robins AFB.



Standbys Involuntarily Recalled Only in Event of National Emergency

Under current law, Standby Reservists cannot be called involuntarily into active military service except in the case of national emergency or a declaration of war by Congress.

The Air Force is concerned with getting this point across to its reservists—particularly to those alarmed by the receipt of local draft board questionnaires.

Contrary to one writer's concern, there is no intention of "throwing loyal reservists to the wolves." Further, AF officials are convinced that the Selective Service Board is doing an excellent job.

Then why the problem?

Basically, it exists because many reservists are unfamiliar with the Selective Service screening process. This is evident by the mail being received through AF channels.

One particularly high ranking reservist, who has achieved three decades of continuous military reserve service highlighted by ten years of active duty during WWII and Korea, expressed evident annoyance. He questioned unhappily: "Is it possible that the Air Force has no interest in the availability of its own Standby Reservists?" And concluded: "There appears to be some facets about the Armed Forces Reserve Act that can work to the detriment of the Air Force and eventually decimate the so-called Standby Reserve."

Veteran Expresses Anxiety

Another veteran of years of loyal service expressed anxiety and doubt that his particular local board is adequately acquainted with the law governing the position of Standby Reservists in reference to the Selective Service Act.

The Air Force's answer is that such doubts and anxieties are without basis.

Standby Reservists merely come under a lawful orderly screening process. The AF is required, upon transfer of a reservist to the Standby Reserve Section, to send a notification to the Selective Service Board in the area of the reservist's residence. The Board then conducts a careful and considerate screening of his status with respect to dependents, his essentiality to the community and the degree of personal hardship that might result if he were recalled.

Section 672 of Title 10, U.S. Code as amended by Public Law 305, 84th Congress (the Reserve Forces Act of 1955) provides that Standby Reservists

Heir Reservists



I've just had match merge explained to me.

may be ordered to active military service involuntarily by the Air Force only in time of war or national emergency declared by the Congress—and then only if the Director of Selective Service has determined their availability for such duty. Before this is done, however, the AF must first determine that there are not enough qualified Ready Reservists to satisfy its requirements.

Every Standby Reservist must be canvassed and properly classified. Therefore, the Selective Service Board, in order to complete its records, must send out its questionnaires.

The AF obviously has a strong interest in this screening process. It is delighted to keep the Standby Reservist on its rolls. This gives the air arm voluntary access to the reservist's skills and experience in the event of national emergency.

Wearing Uniform Mandatory For All Training Reservists

The wearing of uniforms is mandatory, July 1, for all reservists—officers and airmen—participating in general and specialized training.

Qualified officers are authorized a uniform allowance of \$50. Eligibility: 1) completion of four years' satisfactory Federal service following the separation date from active duty; 2) 35 of the 50 points required in computation of a year of satisfactory Federal service must be earned by performance of duty requiring the wearing of the uniform; 3) at least 28 days of the four years' satisfactory Federal service must be performed on active duty or duty for training.

The wearing of summer or winter uniforms depends on the ruling in the geographical area concerned.

Air Reservists May Earn Promotion, Retirement Though Not Match-Merged

"Paper tiger" or a practical usable Ready Reserve?

This is the choice the Air Force has had to make. This is the reason for Match-Merge. The merging of grade and Air Force Specialty to a realistic Ready Reserve position established by War Requirements was designed for America's common protection—not to deny loyal reservists the privilege of participating in the AF program.

Match-Merge has the common sense objective of properly filling useful and necessary jobs and eliminating wastage in the AF structure as a prelude to creating a vital force in the event of emergency. Current War Requirements actually call for pay status positions in excess of participating reservists. Unfortunately, all reservists now in paid status will not match these positions by grade and skill and others may find it necessary to decline due to geographical difficulties.

Articles in the March, April, and May issues of *The Air Reservist* explain in detail the reasons for Match-Merge and how it affects you as an Air Reservist. They show how and why training must be based on the mobilization requirements rather than to provide training for training's sake. Unavoidably, some loyal reservists must suffer temporary inconvenience as the result of Match-Merge.

Reservists now assigned to AResC programs who remain surplus to all mobilization requirements must be out of Ready Status assignments by 1 Sept. 57.

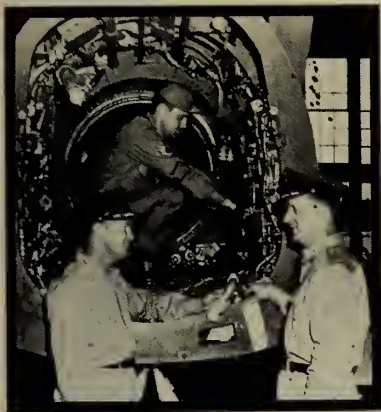
On the brighter side, they may apply for mobilization vacancies as they occur after that date and be assigned, provided they meet all eligibility criteria for such assignments. Meanwhile, these reservists may continue to train in a nonpaid Standby status with a nearby Air Reserve unit subject to availability of training facilities.

The Air Force strongly emphasizes that no reservist will be denied the opportunity to earn credits for retirement and retention of an active status and subsequent consideration for promotion under ROPA as a result of the Match-Merge program.

There can be little argument that the attainments of the Match-Merge program are sound and constructive and, in the long haul, they are beneficial to the individual reservist, the Air Force and the United States in general.

Reservists undergo indoctrination for . . .

Sabrejets



Cal. Johnson, S/Sgt. Weeks and Col. Kelly inspect intricacies of F-86 wiring system.



Pilots of 319th get as much classroom work as they do flying while learning Sabrejet.



Capt. Dave Pike, in trainer, and Maj. Dave Kimberly on first day of transition school.

One pilot who reported to the Memphis (Tenn.) Municipal Airport—home of the 2584th ARFC—formerly flew the gigantic B-36's. Another, right behind him, is an airport manager and does almost all his flying in a single-engined Cessna.

Both pilots, though, were at Memphis for one purpose—to be checked out in the 650-mile-per-hour F-86H, by far the "hottest" plane ever to be turned over to the reserves. Both these pilots (and about 750 other members of the 319th Ftr-Bmr Wg (R), first of five such wings to undergo the Sabrejet Indoctrination Program this summer) were going to be extremely busy gentlemen during their two weeks' training.

"There wasn't much time for sight-seeing," commented Col. Joseph A. Kelly, commander of the 2584th, which is furnishing the instructors for the program. "There is quite a difference between these *Sabres* and the wing's old planes, the F-84E *Thunderjets*. There was a great deal of learning to be done and our instructors were not happy until the transition period was successfully completed."

As a matter of fact, the reserve pilots "fly" many hours in the ingenious Procedure Trainer. By manipulating the control panel, the instructor can make the trainer react just as a plane in flight would under almost any conditions and therein lies its value.

"Safety, of course, is of paramount importance," declared Col. Kelly. "A pilot seldom has the opportunity to make a second mistake in the air. So the instructor must be satisfied his student knows his airplane before he flies it."

As a matter of fact, Col. Kelly and his staff began preparing for this school many months ago. Appearing before meetings, luncheons, and businessmen's conclaves, these officers convinced Memphis' citizens not only that there would be no greater hazards to the community by conducting the indoctrination school at the airport, but that it would be extremely beneficial.

One of the many safety factors solved was use of Blytheville AFB in Arkansas,

for practice touchdown takeoffs and landings in order not to interfere with the commercial flying at Memphis.

And while the pilots were undergoing their transition, equally as busy were the maintenance men, whose time was divided between classroom instruction and on-the-job training.

"This course was laid out so that the mechanic, at the conclusion of the instruction period, could handle all normal type maintenance," said Maj. Keo L. Snook, training officer. "Like the pilots, of course, the maintenance men are familiar with the construction of a jet airplane. It's just that there are a number of different procedures which must be learned. When a mechanic finishes two weeks of hard work on this model, he's pretty familiar with it."

The school itself is to run through August. Opening the school was the 19th, the "Chickasaw" Wing, whose home also is at the Memphis Airport and whose commander is Col. William J. Johnson, Jr. Other wings scheduled for their two week's active duty tours and transition to the *Sabrejets* are the 448th from Hensley Field, Texas, commanded by Brig. Gen. J. W. Davidson; the 482d from Dobbins AFB, Ga., commanded by Col. G. H. Wilson; the 439th from Selfridge AFB, Mich., commanded by Lt. Col. R. M. Thorburn; and the 438th from Milwaukee International Airport, commanded by Col. R. E. Haynes.

"We certainly feel honored to be named the first reserve wing to receive this instruction and conversion," asserted Col. Johnson. "We've been looking forward to getting these *Sabrejets* for some time. These newer, heavier and faster planes enable us to fulfill our mission much more effectively. The same, of course, goes for the other wings. The stronger our reserves," he added, "the greater the deterrent to any potential enemy. It's as simple as that."

From the way the members of his wing pitched into all phases of this Sabrejet Indoctrination Program, they were wholeheartedly in agreement with their commander.



Sanders Succeeds Nelson as ConAC Vice Cmdr; Chappell For Sillin in Operations

Other key ConAC changes show Maj. Gen. Homer L. Sanders replacing Maj. Gen. Morris R. Nelson as vice commander, Sept. 1; and Brig. Gen. Julian M. Chappell succeeding Brig. Gen. Norman D. Sillin as deputy C/S, Operations, July 1.

Gen. Sanders, presently commander, Allied Air Forces, Northern Europe, was born in Houston, Tex. He served with the 8AF and 9AF during WWII. Following several command slots, he graduated from the National War Col-



Gen. Nelson



Gen. Sanders



Gen. Chappell



Gen. Sillin

lege, June 1946. Assigned to the 14AF, he was deputy commander, then asst C/S for operations.

Gen. Sanders left 14AF for USAF where he was chief, Fighter Branch, Requirements Division, later Requirements Division chief. In April 1950, he became TAC vice commander, and then operations deputy commander. He became commander of Allied AF, Northern Europe, Sept. 1954.

Gen. Nelson of Corydon, Iowa, commanded the Panama Air Defense Wing in July 1946. After being with USAF Special Weapons Program, he assumed command of the Joint Eastern Air Defense Force, Continental Air Defense Command, Stewart AFB, N.Y.

Confirmation of Gen. Nelson's new assignment had not been made as this story was being prepared.

Gen. Chappell commanded 7AF, FEAF, Hawaii, prior to his new ConAC assignment. A native of Americus, Ga., he commanded the 50th TCW, which he

took to the ETO in 1943. After graduating from the Air War College, June 1947, he remained as an instructor for a year, then held directorial slots there. He graduated from the National War College in June 1950.

After key slots with the Joint Strategic Plans Group while at USAF, Gen. Chappell joined FEAF at Tokyo, Aug. 1954, where he was asst deputy for operations. Five months later, he was appointed C/S, 7AF, at Wheeler AFB, Hawaii, assuming command of it July 25, 1955.

Gen. Sillin, ConAC deputy for operations since March 1956, succeeds Gen. Sanders at Allied Air Forces, Northern Europe. A Buckland, Ohio, native, Gen. Sillin served with the 5AF in the Southwest Pacific, July 1944. He commanded the 86th FW in that theater, later the 309th BW.

After assignment to USAF in the Materiel and Comptroller Divisions, he joined SAC in June 1953, as comptroller.

■ CHIEFS from page 4

written.

At 14AF, Brig. Gen. John S. Hardy, deputy director, Military Personnel, USAF, was to be the new commander, Aug. 1, replacing Maj. Gen. George G. Finch, retires the day before.

Gen. Landry, born in New Orleans, La., served with the 8AF in Europe during WWII. In Feb. 1953, he became deputy commander of SAC's 2AF, and two years later assumed command of the 4AF.

Gen. Finch of Dade City, Fla., a veteran Air Guardsman, commanded Thomasville Field, Ga., Sept. 1944, reverting to inactive duty the following February. In 1946, he organized and commanded the 54th ANG Wing in Georgia.

Again called to active duty Oct. 1948, Gen. Finch was appointed AF Division Chief of the NGB, and also continued to command the 54th FW. Two years later, he was named NG Affairs Advisor. In March 1951, he was assigned to ConAC, where he eventually became Deputy for NG Affairs. He became 14AF commander Feb 1, 1955.

Gen. Hardy, a Logansport, La., native, served with the 8AF in England as operations officer in 1943.

Subsequent assignments were deputy director, Military Personnel, USAF, in 1947; director of operations, 15AF, Colorado Springs; and commander, 36th Air Division at Davis-Monthan. In Dec. 1953, Gen. Hardy returned to USAF as deputy director, MP.

Gen. Stone Cites Success Of 6-Month Training Plan; Enlistment Goal Reached

Positive proof of the acceptance of the Air Force Reserve's 6-Month Training Program by the nation's young men was revealed by Lt. Gen. Charles B. Stone III, ConAC commander, who stated that the FY57 quota of 2,500 enlistments has been filled seven weeks ahead of schedule.

"The success of the program is most gratifying both in the calibre of enlistees and in the early attainment of our enlistment goal," Gen. Stone declared.

"Young men undertaking this program have at once helped to assure their country a highly skilled AFRes while at the same time assuring themselves the knowledge of top notch technical training," the ConAC commander added.

Selective applicants who have not been chosen under the 1957 quota may be considered under the limited 1958 quota, affording them the opportunity to fulfill their military obligation while attending crack AF technical schools.

Under the 6-Month Training Plan, young men 17 through 25 years old without prior military service may join an AFRes unit near their home to serve six months of "active duty for training."

During the six months and following basic training at Lackland AFB, Tex., the enlistees—based on their interests and aptitude—attend an AF technical school for extensive training in one of the many critically needed specialties.

Upon completion of the six months' "active duty for training," the enlistee returns home to his school, college or job and completes his enlistment by attending regularly scheduled drills and annual encampments with the Air Reserve unit he selected.

A Hirsute Growth for Jubilee Okay, if Neat and Matted Free

Reservists assigned to the Roanoke (Va.) AResC were granted a special dispensation as regards the growth of hirsute appendages on lips and chins to help celebrate "The Roanoke Diamond Jubilee."

However, warned the Center commander, Lt. Col. J. Ashton Belmont, such facial decorations as mustaches, beards and sideburns must be kept neatly trimmed for reserve meetings.

O tempora! O mores!



Cadettes Dixie Bair and Paula Wogner (l to r) in close order formation with regular contingent.

CADETTES

at Penn State University
look forward to an Air Force

CAREER

the cadets." Cadette Boyce, for instance, is on the AFROTC rifle team and she can handle the Winchester "75" with the best of 'em.

Lt. Rubin, a WAF active duty reservist is an extremely able psychologist as well as a most understanding "CO." Her recruiting is not the direct "buttonholing" of a prospect and informing her of the advantages of retirement after 20 years (what teenager is interested in something that will occur 20 years hence?). When her flock is gathered for class, or for special drill, she reminisces about her tour of duty in Germany and all the advantages it has in traveling the length and breadth of Europe. She talks about her private pilot's license and her somewhat unauthorized, but obtained, ride or two in a T-33 jet trainer. She talks about the officers club and the social life it offers.

But this is all interspersed with the more prosaic business of doing a job that needs to be done and the many, many facets of the AF to which a WAF may turn. Oh, yes, the cadettes are sold!

"One way or another," exclaimed Lt. Rubin, "We are going to get these cadettes an indoctrination flight. Some are eager to learn to fly. Well, that learning may be a bit in the

see CADETTES page 14

Five of the six freshman cadettes at Penn State U. had just left the office of 1st Lt. Renee Rubin to participate in drill. The sixth was hieing her way to the Link trainer for a bit of "stick time."

"There could be the answer to the WAF officer shortage problem," commented Lt. Rubin. "They are the pioneers, and the going hasn't been any too easy for them for there are any number of 'bugs' to be ironed out. But their spirit and enthusiasm are unbounded and I am very confident that time will prove the WAF ROTC Program a great boon to USAF."

The program is one which was inaugurated last autumn at 10 universities and colleges already offering AFROTC training to male undergraduates. Basically, the co-eds have the same status as their male counterparts, except they are not officially enrolled in the Corps of Cadets (the National Defense Act of 1916 contains no provisions for women). They attend the same classes, even take their four-weeks active duty in the summer between their junior and senior years, and are offered commissions as second lieutenants in the AFRes contingent upon their acceptance of the 3-year active duty commitment.

Big difference, however, is that with the young women, enrollment strictly is voluntary and withdrawal is permissible at any time up to the "swearing in" moment.

There is one other hitch, and one that those closest to the program are most anxious to solve—there was no authorization to give the girls uniforms on the same basis as male students.

"Decidedly, that is a morale factor," declared Col. Daniel F. Riva, commander of the AFROTC at Penn State. "We managed to locate uniforms for two of our cadettes, and we are striving to find more. They are essential to the success of the entire program and I'm sure a way will be found to obtain them."

Col. Riva is very proud of his sextette—proud of that spirit and enthusiasm mentioned by Lt. Rubin and proud, too, because the girls all have voiced their intention of continuing their training despite the flaws which have cropped up, and fully intend to enter active duty upon graduation.

The cadettes themselves (Sylvia S. Boyce, Sue E. Bartholow, Dixie L. Bair, Paula D. Wagner, Gloria Feibus, and Valerie J. DeLacy) were equally as vociferous in their eagerness to prove they can be "as good cadettes as



Cadette DeLacy is in the Link Trainer. Waiting for her turn is Cadette S. Boyce.



Cadettes are grouped around 1st Lt. Renee Rubin for an informal talk.

ConAC's best
reserve navigators
compete in a game of...



Capt. Blanchard of 14AF team adjusts LORAN set prior to take-off.

Celestial Chess



1st Lt. James L. Berry tapes up "Flying Classroom" windows.

by Bud Nelson

Four Air Reserve Navigation teams, representing ConAC's four numbered Air Forces, converged on Miami International Airport late this spring to indulge in a tournament of celestial chess. To the winner would go the honor of being hailed champion of ConAC's First Annual Navigation Competition.

Following a week of flying in T-47 "Flying Classrooms" with alternating Regular Air Force navigators as umpires, and almost an equal amount of time in compiling figures based on a scoring sheet that, at least in the opinion of one 'paddlefoot,' would have made a combined actuary and navigational wizard blanch, the team representing the 1AF was declared the winner.

This team was made up of five navigators from the 8497th Navigation Training Sq, based at Clinton County AFB, just outside of Wilmington, Ohio. Team captain was Maj. Ted Gaty and his crew consisted of Capt. Charles R. Davis and Joe Diamond and 1st Lts. Joseph A. Madru and Robert E. Earhart.

Close Competition

"Actually, it was that close," declared Maj. Al Piller, chief of navigation training at ConAC and project officer for the competition. "All four teams did remarkably well and the margin between teams was about the width of a spider web in a bomb site. We all are exceedingly proud of each of the teams and already we are looking forward to next year's competition."

The other three 5-navigator teams were the 8501st Nav Tr Sq from O'Hare International Airport, Chicago, Ill., representing the 10AF; the 8499th Nav Tr Sq from Long Beach Municipal Airport, Calif., representing the 4AF; and the 8507th Nav Tr Sq from Hensley Field, Texas, representing the 14AF.

Miami, "the land of sunshine," was in the midst of its rainy season when the four teams arrived from their home stations, and drenching rain squalls were the order of the day. This somewhat incongruous fact, coupled with a veritable avalanche of TV cameramen, civilian news reporters

and photographers, and no small group of their military counterparts, all of whom wanted to "record the end before the start" as it were, made for no little jocularity.

"These are the times that try men's souls," quoted one of the competitors as he was prevailed upon to simulate a celestial fix in a grounded plane.

But that jocularity was only on the surface. In truth, they were keyed-up navigators grimly determined to have the honor of winning the first such competition in AFRes history.

No "Routine Flights"

These four teams each had won against many worthy competitors in their own organizations; each team well realized that these were going to be no "routine training flights"; each knew it was going to take all the skill and talent each man had amassed over the years to earn the coveted trophy which signifies they are "best in the Air Reserve Forces." And each member of each team was equally determined that that trophy would rest in his orderly room.

This was the culmination of an idea begun well over two years ago—an idea to re-train veteran navigators of WWII and Korea so they would be instantly ready to direct their country's bombers, troop-carriers and freight planes to any part of the earth should such a necessity arise.

When creation of special Navigation Training Squadrons was announced by ConAC, these veterans of the sextant and dividers perked up their ears. They investigated, somewhat skeptically at first it must be admitted, but when the entire program (covering every phase of the most modern navigation methods) was laid out, they were sold.

Through the past two years, nearly 2,000 ex-navigators re-learned the intricacies of their wartime profession and learned the many, many modifications and innovations modern science has developed in that art. Today, the vast majority are ready, at an instant's notice, to tackle the most difficult assignments and successfully accomplish the mission.

So here, then, were the four teams which had been judged best in their own numbered air force. It was an 8-day test with each team flying three missions using three different types of navigation.

Maj. Piller checks charts of 1st Lt. Bab E. Barthol while Capt. C. R. Davis (r) looks on.



Moj. Ted Gaty of winning 1AF team is taking a "fix" through TC-47 celestial dome.



Capt. Joe Diamond nourishes the "inner mon" while figuring his position during the meet.

The courses had been laid out by veteran navigators of the Regular Air Force (and you can rest assured that they made certain the courses would be tough!) and alternating umpires from the Regulars were to monitor each flight.

Using Miami International Airport as the base (the 2585th ARFC acted as host Center for the event) and TC-47's as the planes, each team was judged on each of the three types of navigation currently in use—dead reckoning, celestial, and LORAN (long range navigation through the use of synchronized radio signals emanating from at least two known points). On each flight, the lead navigator directed the plane using one of these three systems with the remaining two members of the team plotting the plane's course on a follow-the-aircraft basis. On each of the two succeeding flights, the same plan was followed, with the navigators rotating for lead. Each team also had two alternate navigators, who could be utilized or not at the discretion of the team captain.

Except when navigating by the LORAN method, no radio aids were used. And just to make it tougher, all windows in the "flying classrooms" were blacked out so that navigators couldn't "follow the railroad tracks" (if you can recall that aphorism you've been shaving a long time!).

Apropos of that last statement, Maj. Piller was asked just how important the element of luck entered into modern day navigation.

Skill Pays Off

"There is no element of luck in navigation—just as there is no element of luck in a game of chess," he replied, emphatically. "To hit a tiny atoll in the Pacific after flying 1,000 miles over nothing but ocean—well, either you do or you don't and 'luck' doesn't enter into it."

But one shouldn't digress, whether he's navigating an airplane or chronicling the fact.

The teams, after each mission, were graded on filing flight plans, preflight checkoff, and observance of routine procedures while in flight. Such items are important, of course, but most important of all—and the phase which could make or break the team—was the lead navigator's accuracy in estimating the plane's final ETA (estimated time of arrival). Sixty per cent of the total score hung on this phase.

"That's the real sweat," explained Maj. Piller. "The navigator has all his final figures in front of him—and these are a lot of figures indeed!—and he comes up with an ETA. This ETA, mind you, must be handed to the umpire at least 20 minutes prior to the expiration of the ETA. Well, sir, could he be a minute off? Thirty seconds? It could be the difference between winning and losing. A navigator can live a long time in those 20 minutes!"

At the end of the three flights, the scores were averaged with the lead navigator's results counting 50% and the follow navigators' result each counting 25%.

Trophy to Rotate

The final figures were not released but, as in all contests, "the decision of the judges is to be final" and so the 1AF quintet took home the winning trophy (and individual trophies for each member of the team). The team trophy will be rotated among winning air forces in future competition, but a plaque, commemorating its victory, was given the 1AF team as a permanent trophy.

Maj. Gen. George C. Finch, 14AF commander, handed out the trophies at a ceremony held at the host Center's officers club.

Names of the members of the three other teams competing follow:

8499th: Maj. John K. Kinley, Jr., (team captain), Capts. Robert S. Holden, Albert Banisch, Edwin Shapiro, and Louis T. Clarke.

8501st: Maj. David M. Goldsmith (team captain), 1st Lts. Gene G. Harshman, Walter Zust, Jr., Richard C. Conklin, and William P. Butler.

8507th: Maj. William M. Jones (team captain), Capts. James A. Murphy, Harry Kabler, and William L. Blanchard, and 1st Lt. Daniel C. Reagan.

In closing, it might be appropriate to mention another statement by Maj. Piller:

"Each of the navigators competing deserves a personal accolade for a job well done. They certainly proved the value—and the success—of ConAC's entire navigation training program."

It can be said that those in the innermost of the inner sanctums concur in that sentiment.



OPERATION / CAST-OFF

The name *Magic* given to a tiny isle in Charleston, West Virginia's Kanawha River, is a misnomer. It's an uninhabited, forbidding stretch potted with unsightly trees. The glamorous title came as a result of a *Charleston Gazette* contest some nine years ago.

But the group of Guardsmen who volunteered in Operation Castaway, a survival through chemistry test, were not interested in a bewitching backdrop. They were out to prove that people can survive by using equipment and supplies containing basic chemicals from West Virginia's natural resources.

The plan—part of Charleston's Chemical Progress Week—resulted in several Guardsmen ditching an ANG SA-16 *Albatross*, boarding a life raft, and making an "emergency" landing on the unsightly little isle within stone-throwing distance of the mainland.

But for all practical purposes, Magic Island was theoretically an isolated island hundreds of miles in the ocean. Procedures followed by the men, who spent five days on the isle, were those followed in the event of an actual emergency of a similar nature.

From the moment they piled into the SA-16, the chemical industry was very much in evidence. The plane's pilot, Air Guardsman Maj. Lyle Carter, was surrounded by items chemically processed. The plane itself used structural adhesives made from chemicals instead of rivets thus reducing weight, plastic material for construction of jettisonable fuel tanks, electronic components, and hundreds of other



1st Sgt. Ben Spears, M/Sgt. Carl Levy and SFC Jim Whittaker shown in real life drill.

essential items used in today's aircraft.

Clothing, chemically-treated water, bedding, drugs, as well as the food rations, were all chemically produced.

One of the Air Guardsmen who volunteered was M/Sgt. Carl T. Levy, 130th Air Resupply Group. The ANG sergeant said, "It's not a new experience for me. I was shipwrecked in the Pacific in Leyte Gulf . . . we're lucky this time because we ditched the *Albatross* with all kinds of survival equipment. There wasn't any of that on our raft in the Pacific."

The volunteer Guardsmen came through their experience in tiptop shape, after their five days of "survival through chemistry." Although Operation Castaway proved to be a dry run, more or less, the test pointed up the vital part the chemical industry has played in improving military equipment and food.

The Department of Defense backs this up solidly with: "... not a single modern weapons system would function without the many products of the chemical industry."

Score an assist to the guinea pig Guardsmen who proved it.

An ANG SA-16 simulates a ditching just off Magic Island in W. Va.'s Kanawha River.



■ AFA from page 2

ness meetings. Even a fashion-show luncheon is on tap for the ladies. A Airpower Brunch, Sunday, August 1, will complete the festivities.

Twenty AF airmen again will honor guests of the AFA at its annual convention.

An airman delegate from 16 of the AF's major commands, plus JUSMAG, an airman WAF, an Air National Guardsman and an Air Reservist, will make up the group of airman VIPs to be AFA's honor guests.

ConAC, along with the other major commands, will select its own outstanding airman. The WAF airman will be selected by a Hq USAF committee.

At last year's New Orleans convention, the airman guests were formally introduced by Mr. Gill Robb Wilson, retiring AFA president and now AFA's chairman of the board of directors. They were seated at the head table with other honor guests.

The more than 2,000 AFA delegates at the Airpower Luncheon gave them a tremendous ovation in recognition of the importance of skilled airmen to airpower.

VA Recommends Converting GI Term Insurance Policy

Nearly 40 per cent of WWII GI life insurance policies now in force have been converted from term to permanent plans, according to the Veterans Administration.

Of 5.4 million NSLI policies in force, more than 2.1 million were of a permanent plan type. This almost doubles the figure of 21 per cent, ten years ago.

Most popular permanent plan GI policy is the 20-payment life, held by 963,000 veterans. Next in order of popularity are ordinary life and 30-payment life, each held by more than 400,000 vets. Endowment policies range from the 20-year endowment (145,000), down to endowment at age 65 (55,000).

Permanent plan GI insurance builds up a reserve, most of which can be borrowed quickly if the policyholder needs cash. GI term insurance has no reserve, no borrowing value, and must be renewed at a higher premium rate every five years.

Reservists holding GI term insurance may obtain information about converting to permanent plan policies at any VA office.

Top ECI Reservists Watch Repower Demonstration

Twenty ECI honor students, picked on the basis of their outstanding records, and all AFRes officers on inactive duty status, attended the recent Aerial Firepower Demonstration at Eglin AFB,

As ECI was one of the organizations selected and furnished tickets through Air University Command, Col. Paul Tempse, ECI commandant, felt that a group of students was deserving the rare opportunity to view the latest AF developments in air power. Tickets and motor transportation to the demonstration were provided by ECI on a cost free basis, but all expenses incident to the trip and the week-end at Gunter AFB, Ala., were borne by the reservists themselves.

Those attending the demonstration included: Col. R. S. Walke, Richmond, Va.; Lt. Cols. C. E. Chandler, Winfield, Va.; W. W. Wagner, ECI; G. W. Howard, St. Paul, Minn.; R. C. Hempel, Jacksonville, Ill.; and R. J. Ihne, Clinton, Iowa; Maj. J. P. Gahard, Clinton Heights, Ill.; T. D. Burnett, Tallahassee, Fla.; H. S. Slocum, Oak Lawn, Ill.; G. A. Hart, Birmingham, Ala.; J. P. McKenna, Berea, Ohio; E. Bordner, Washington, Ill.; J. G. Schmamm, Roanoke Rapids, N. C.; A. Howard, Livonia, Mich.; A. J. Swann, Arlington, Va.; M. A. Fuller, Norfolk, Va.; and J. R. Snyder, Montgomery, Ala.; Capt. T. D. Allen, Jr., ECI; and Lt. P. S. Sinclair, ECI.

SWIFT LIFT from page 5

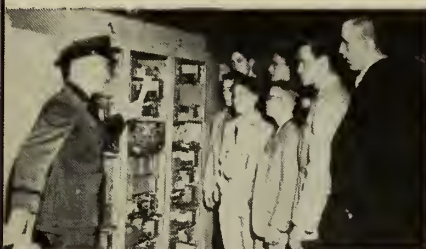
Personnel in the event their capabilities were needed. Presently, the 446th Trp Wg at Houston has two C-46's and two on this basis, while the 433d at San Antonio has one C-46 and crew in readiness. The 435th at Miami is expected to join in the operation after completion of its conversion to C-119's and so the story goes throughout AFAC's numbered air forces.

Maj. General George G. Finch, 14AF Commander, said, "This marks the second major step in readying the nation's Reserve Forces into a 'force in being' for immediate support of the Regular Air Force in the event of mobilization."

The first step was the placing of fighter-interceptor units of the ANG and fighter-bomber units of the AFRes on daily runway alerts alongside regular Air Force units.



OPERATION / FUTURE



Pilot instructor explains electronic equipment necessary in Simulator's operation.

A new generation of young Americans saw recently at first hand the pattern that has made this nation the technological leader in today's troubled world.

Ninety-one young men and 17 girls, selected from Wichita's (Kan.) intermediate and high schools as outstanding science and mathematics students, were conducted on a special tour of McConnell AFB, the Boeing Airplane Co., and the U. of Wichita's Engineering School. The tour was arranged for the students by the 9156th ARGp, Col. Don C. Ross, commanding.

The project, undertaken for the first time in Wichita, was initiated in response to a letter from Maj. Gen. Robert E. L. Eaton, 10AF commander, who said . . . "Scientists, engineers, and technicians, through their combined efforts, design and produce the improved weapons systems we need to maintain our military leadership. But to consider the problem merely from the point of view of acquiring and retaining the skilled manpower needed to satisfy Air Force requirements is not enough."

Gen. Eaton pointed out a possible solution to the nation's shortage

of technically trained people. "Close liaison should be maintained with high schools, colleges, and universities in your area," he stated. "Groups of outstanding high school students should be taken on tours . . ."

Col. Ross and his staff in the 9156th contacted the local school officials to determine their interest. The idea was to make available to students examples of American design and production in local manufacturing plants. Cooperation and enthusiasm were shown.

Lt. Col. Jerry Miller, executive officer of the 3520th Combat Crew Training Group, McConnell AFB, started the tour with an indoctrination lecture to the student group. He outlined the technical advances of the jet age in air transportation and air defense. Later, members of the group inspected the B-47 and tried their hand in the B-47 simulators.

Wichita's Boeing plant was the next stop. Officials guided the group through the production line, pointing out the procedures utilized for B-52 production, much to the students' interest. The tour of the plant was followed by a visit to the flight line where B-52's were being readied for flight tests.

Following the Boeing tour, the students observed wind tunnel tests, the electronics division, and the engineering school at the U. of Wichita.

The students were deeply impressed with the special tour. If their enthusiasm is any criteria, then the AFRes has started these youngsters in the right direction toward "Operation Future."

The students of "Operation Future" pose for a picture on the flight line at McCannell.





MAIL BAG

Dear Editor:

I am a Standby reservist and have been gaining points through attendance at AFRes meetings in an unassigned, non-pay status. I have also been gaining points through extension courses. How may I become entitled to the \$50 Uniform Maintenance Allowance?

JGD

Waston, Pa.

Basically, entitlement to the UMA will exist when four years' service as a member of the AFRes have been completed and 28 days of active duty have been performed during the four years. Should you feel you have fulfilled these basic requirements, it is suggested that you submit your claim to the unit where you have been participating for a more detailed computation against the entitlement provisions contained in Sec IV, Chapter 16, AFM 173-22, 15 Dec. 1956. Credits earned through extension courses may not be used toward entitlement.

Dear Editor:

If I am selected for promotion by a mandatory selection board, will my promotion be automatic?

SPG

Oakland, Calif.

Yes, an officer on a Selected List will be promoted by orders on or about his effective date of promotion. However, the officer must be in an active status at the time promotion orders are issued; otherwise, he becomes ineligible for promotion and his name will be removed from the Selected List.

Dear Editor:

I was recently transferred to the ISLRS (Inactive Status List, Reserve Section). May I apply for reassignment to an active status, even though I have no further service obligation?

CLH

Kearney, Neb.

An ISL reservist may, upon application, be reassigned to an active program element if a vacancy exists and he is qualified. However, a Non-Obligated reservist, who has twice

failed to meet minimum annual requirements for retention of active status, may not thereafter be reassigned to an active status program element.

Dear Editor:

I am a reserve officer assigned to a reserve unit and desire to tender my resignation from the AFRes. May I submit my resignation directly to the ARRC?

EP

Boston, Mass.

Your resignation should be submitted to your immediate commander, who will forward it to the ARRC through channels.

■ CADETTEs from page 9


future (there is no such word as an absolute 'no' in her book when it comes to getting improvements in this program) but we're getting them started anyway.

"Take the Link trainer, for instance. Of course, they're not flying, but they've got good imaginations. They won't 'soar into the wild blue yonder' in a Link, but it's as good a simulator as there is around."

So that's about the reaction of the cadettes at Penn State. The same, no doubt, is true at the other schools currently operating the program. These include: Butler, Southern Illinois, Maryland, George Washington, Texas, Omaha, Miami (Ohio), Florida and California (Los Angeles).

There wasn't too much fanfare when the program was inaugurated, and it wasn't the easiest idea in the world to sell—especially to the parents of the coeds who expressed a desire to join. But it has started and it is on its way.

"There still is much to be done," said Col. Riva. "Still a long road ahead before all the kinks are ironed out. Some basic changes must be made, but I agree with Lt. Rubin that this program could be the answer to the WAF officer shortage problem."

That is not a prophecy; it is believed in many circles to be a fact. 

BOOK REVIEW

AIR FORCE by Martin Caidin (Rinehart).

A pictorial documentation of 400 dramatic photographs graphically illustrating the development of U.S. air power. The book covers the 50-year span of USAF, and its appearance fittingly salutes the Air Force's Golden Anniversary celebration. In addition to the excellent photographs, there is a commentary telling of the struggle and growth of the Air Force. Caidin, though still in his twenties, is already regarded as one of the country's leading writers on aviation and missiles. AIR FORCE is a corking edition, well worth procuring.

GLOBAL STRATEGY by Air Vice Marshal E. J. Kingston-McCloughry (Praeger).

The relative strategic importance of the world's powers is discussed by the author, a veteran British airman who was head operations planner of the Allied Expeditionary Air Force during the Normandy invasion. NATO, he states emphatically, is an expedient serving its purpose remarkably well, but the principle of NATO must be accepted not only in Western Europe but in other vulnerable areas of the globe. The air marshal discusses motives for, and in, war and appeals for an awareness of change in war, weapons and strategy. Referring again to NATO, he writes, "For the first time since world wars became a feature of history we have, or can have, an allied war mechanism in being which can evolve the necessary strategy to combat any all-out attempt to destroy any or all of our Allies."

HOW TO GET AHEAD IN THE AIR FORCE (Mil Serv Pub Co)

This paper-bound book, surprisingly enough, was not written strictly for the recruit. Even a long-frozen tech might garner a few worthwhile ideas from it, especially from the chapters on Communicating, Personal Qualities and Leadership. Other subjects include You and Your Career, Military Training Opportunities, How to Get a Good Performance Rating, and A Program of Success. The basic (and unalterable) facts are complemented by clever cartoons which drive the points home. It's certainly worth a read-over.

Countless search and rescue missions by CAP make it . . .



"CONAC'S RIGHT ARM"

by Frank Burnham, OIS, CAP

SECRET U-2 JET WRECKAGE SIGHTED BY NEVADA CAP FLYER," . . . "39 CAP PLANES AID IN SEARCH," . . . "CAP PILOT-OBSERVER TEAM SPOTS MISSOURI WRECKAGE," . . . "ALERT CAP PILOT SPOTS WRECKAGE NEAR AIRPORT."

These and hundreds of other headlines in the nation's newspapers graphically tell the story of the contribution made by the Civil Air Patrol—civilian auxiliary of the Air Force—in providing search and rescue facilities throughout the United States.

Since 1942 when a light plane carrying two of CAP's civilian volunteers landed on a tiny windswept saddle on the slope of a 14,000-foot mountain in New Mexico, the Civil Air Patrol has been, in the words of Brig. Gen. Thomas DuBose, Commander of the Air Force's Air Rescue Service, "our good right arm."

In 1956, for instance, these civilian pilots and observers operating small single-engine light planes flew the equivalent of 49 times around the world or 410 times from coast to coast on missions in the United States, Alaska and Hawaii directed by the Air Rescue Service.

According to a report from Gen. DuBose, this amounted to 12,321 flying hours for these private citizens. These hours comprised 77 per cent of the total hours flown by all participating agencies (Air Rescue, Air Force, Army, Navy, Coast Guard and private agencies) on these missions performed under the supervision of the Air Rescue Service. Total hours flown by all agencies amounted to 15,797. Of this total Air Rescue Service flew 1,510 and other agencies flew 1,966.

This brings the 5-year average of CAP participation in air search and rescue missions for the Air Force to more than 10 per cent of all search hours flown by all agencies over this period. The actual number of hours flown fluctuated annually with the search and rescue workload which is governed largely by weather factors, but whenever and wherever help was needed the civilian volunteers of the Air Force's auxiliary were on the spot with planes and crews, rescue teams and ambulances and emergency communications equipment and the men and women to man it.

It takes intensive training to develop the capability to

perform search and rescue and mercy missions quickly and effectively. To build and maintain the proficiency of CAP in these missions regular training exercises (SARCAPs) are authorized. In 1956, CAP crews flew another 4,224 hours on these training exercises.

To perform these missions CAP operates more than 6,000 light planes—1,185 belonging to the CAP organization and an estimated 5,000 more owned by individual CAP members. On actual missions and on training missions directed by the Air Force, CAP members are reimbursed for the actual fuel and the lubricants used in their aircraft and their surface vehicles. However they receive no pay, per diem or allowances. In many instances they must take off time from their regular jobs, usually without pay, to perform these missions.

Civil Air Patrol personnel who have met the necessary Civil Aeronautics Administration and CAP requirements and have been rated as CAP pilots and observers now number approximately 16,000. Four-fifths of these are pilots, many of them with Army, Navy or Air Force experience. Scores of others held CAA commercial, instructor and air line transport ratings. Their flying experience ranges from the minimum required for a CAA private pilot certificate to thousands of hours.

Supporting the 16,000 flight crew members are another 24,000 highly trained volunteer specialists. They include maintenance personnel, ground rescue technicians, first aid experts, doctors, nurses, chaplains, administrative specialists

see **RIGHT ARM** page 16

CAP crew members and Air Rescue experts discussing a joint search mission.



Management Extension Course Offered by Armed Forces Industrial College

An extension course, *Emergency Management of the National Economy*, is being offered Air National Guardsmen and Air Reservists by the Industrial College of the Armed Forces.

The objective of the correspondence course is to educate key personnel to the all important civilian-military relationship upon which the nation depends in this era of constant readiness. It is designed to reach those reservists who cannot attend the annual National Resources Conferences conducted in leading industrial centers.

Immediate Benefits

Since these conferences do not provide for a large group of qualified individuals, the extension course has been made available.

Immediate benefits can and do accrue to enrollees. Graduates of this unique course are better informed and therefore more capable of understanding the significance of national and international events.

Both the textbooks and examinations used emphasize and explain the interdependence and relationship of the many separate subject areas which have an important bearing on economic readiness. A certificate of completion is awarded by the Industrial College of the Armed Forces to every student who successfully completes the course.

Although many persons, both military and civilian, have been connected with a mobilization effort, few have had an opportunity to observe the various aspects of economic readiness.

Credit points have been authorized by the military services for retention, promotion, and retirement for reservists not on active duty. Forty-eight points are awarded for course completion.

All graduates may retain the textbooks, which are available through no other source and constitute a valuable addition to the personal library of anyone concerned with the future of the military, the nation's economy and the world situation as it affects our plans and policies.

Reservists who wish to enroll may communicate directly with the Correspondence Study Branch, Industrial College of the Armed Forces, Washington 25, D.C. A prospectus will be forwarded which outlines the eligibility requirements and includes an application form and necessary instructions.

■ RIGHT ARM from page 15

and communicators. Not the least of these are the communicators.

Organized originally to provide a command link across the nation and throughout each wing, the CAP emergency communications net now has become one of its major operational activities. At the end of 1956 it had 13,984 individual radio facilities on the air in the United States, Alaska, Hawaii and Puerto Rico. CAP's effectiveness in air search and rescue could not have been maintained without the constant support of its radio net.

Late in 1956, ConAC assumed the role of national coordinator of all search and rescue activities in the United States. Lt. Gen. Charles B. Stone III, ConAC commander, was asked to comment on the proposed use of CAP in connection with the National SAR Plan. He said:

"For many years the Civil Air Patrol was the good right arm of the Air Rescue Service in the fulfillment of its search and rescue responsibility in the U.S. CAP members are skilled in the techniques of search and rescue. Its aircraft are especially adapted to the low level and slow type of flight necessary in air search. Its ground rescue teams have proved capable and effective.

"The Continental Air Command plans to utilize these capabilities to their utmost for normal search and rescue. In many cases the CAP will prove to be not only our right arm but both arms in the successful completion of this great responsibility."



California Air Guardsmen Rescue Downed Navy Fliers

Two SA-16 amphibians of the 129th Air Resupply Group, California ANG, gave timely assistance when a "runaway prop" forced a giant Navy seaplane to crash-land in San Francisco Bay, near Hayward ANG Base.

Both Guard planes were in the water at the scene of the accident within five minutes of the crash.

The first aircraft, piloted by Maj. Charles W. Koenig and Larche Washer, picked up all 16 men from the stricken *Tradewinds*, turboprop successor to the *Mars* flying boat. The second amphibian, piloted by Lt. Col. Albert R. Santos and Maj. Louis F. Wang, stood by while the rescue was made.

Five men received minor cuts and bruises in the accident.

Aircraft Familiarization Stressed by Officials at Flying Safety Conference

Most important single item in the flying safety code is for each individual pilot to know thoroughly his airplane and to be fully aware of its capabilities at all times, Brig. Gen. Joseph D. Caldara, director of the USAF Flight Safety Research, declared at a Reserve Forces Flying Safety conference held at Gulfport, Miss.

Speaking at this first nationwide confab, at which 400 ANG and AFRes commanders attended, Gen. Caldara said that within three years, more than 100 ANG and AFRes squadrons will have converted to newer, higher performance aircraft. Records indicate that accidents usually double when units convert to a more modern type aircraft, he said.

Know Aircraft

To cut down this anticipated accident rate, Gen. Caldara cited the fact that nearly half the accidents could be laid to "pilot error," which, in most cases, is simply not knowing his airplane and its capabilities well enough.

Col. Paul P. Douglas, chief of the investigations and field operations division of the Office of Flight Safety Research, asserted that: "It is doubtful if any profession in the world demands as much from the individual as that of a pilot. To be able to get ahead of the accident, we must first work to get ahead of the aircraft."

It was also brought out at the meeting, which was attended by numerous key USAF officers, that the Air Force will assist in the transition program conducted by the ANG and AFRes units when they obtain new aircraft.

ConAC Announces Activation of Three Category A Reserve Units

Activation of three new Category A reserve units has been announced by ConAC Hq. They are the 73d Trp Car Sq at Dress Memorial Airport, Evansville, Ind; the 50th F-B Sq at Alvin Callender Airport, New Orleans, La; and the 813th F-B Sq at Dobbins AFB, Georgia.

The 73d is to be equipped with C-119G's and personnel strength will total 485 reserve officers and airmen. The 50th and 813th will fly F-86H jet fighters with 458 officers and airmen each.

The 73d and 50th were activated June 8, while the 813th will be activated July 8.



Maj. Gen. George G. Finch, cmdr, 14AF, (right) here presents the Dep't of Defense Reserve Award to Mr. C. H. Smith, Jr., vice president and general manager of The Knoxville Journal.



A 2/c Cliff DeCreny (ot mike) and S/Sgt. F. Haran of the 436th TCW, Bklyn, NY operate MARS with salvaged radio equipment.



Maj. Gen. R. C. Hoad, cmdr, Hq Cmd, Balling AFB (l) turns over L-5 to Capt. Lewis Moorhead, cmdr of Anacostia Gp of CAP.

Explorer Dick Sillaway describes the ICBM Navigational Guidance System to (l to r) Scouts Jeff Friedhoffer, Dave Hayhurst, Harvey Rabinavitz and Jock Wittman. All are members of Air Explorer Sq 46 at Mitchel AFB, Long Island.



Lt. B. M. Moule, of the Civil Air Patrol, owner of his own airport at Napaleon, Mich., stands beside a four-passenger airplane he designed and built himself. It took him two and a half years' effort.



RESERVE CAMERA



The Minute Men of the 140th F-1 Wg, Cala ANG, who have been giving demonstrations around the country, are caught in one of their more intricate maneuvers.



E. Campbell, lead pilot of the B-52 round-the-world shows Lt. Cols. J. C. Klawltan (l), cmdr, 9080th ARGp E. Winslow, cmdr, 9441st ARSq, how the bombers did it.

CROSS COUNTRY REPORT

433d TCW Has New Dining Hall

Members of the 433d Troop Carrier Wing at Brooks AFB, Tex., and their active duty counterparts of the 2577th ARFC are enjoying improved dining hall facilities, thanks to a complete modernization project just finished.

After renovation of a WWII building by a local contractor, the Installations and Food Service sections and the base non-coms combined their talents to make the base consolidated dining hall a modern facility. It features individual service ware, tablecloths, attractive draperies, potted plants, chair covers and a pleasing decor of cool green and grey.

★ ★ ★

M/Sgt. Promoted to Captain

Claude M. Kieffer, master sergeant at McClellan AFB, Sacramento, Calif., was promoted to captain in the AFRes and immediately called to active duty in the Air Weather Service. He was then transferred to Stead AFB, Nev.

He enlisted in the Air Corps in 1941 and later was commissioned a second lieutenant. He served as a navigator in B-17's, flying combat missions over Europe. He spent two and a half years as a prisoner of war. He took a discharge in 1945, but continued his reserve commission and later reenlisted as a master sergeant. Capt. Kieffer's military specialty now is weather forecaster.

★ ★ ★

Airmen Reservists Briefed

The Cleveland chapter, AFA, commanded by Capt. Willard L. Dougherty, who is also commander of the Information Services Flight of the 9103d ARGp, played host to over 200 new airmen reservists at an "Airman for Air Reserve Airpower" rally.

The new reservists were briefed on reserve matters and were urged to become active with a squadron at the Cleveland AResC. Plans also were made to conduct similar rallies in every suburban city in the greater Cleveland area to build up the AFRes strength.

★ ★ ★

Husband-Wife Team in Reserves

There is one "little woman" in California who evidently takes the biblical

words of Ruth, "Whither thou goest, I go," literally. One night each week, and 15 days each year, Janice McCraney is a master sergeant and NCOIC of the non-commissioned officers flight of the San Francisco AResC at Edwards AFB.

Her husband, James, is a reserve first lieutenant at the same Center. Further, they both take their active duty training at the same time and at the same base.

So, when hubby says, "This is my night out with the boys, dear," wifey responds, "It's my night out with the boys, too, dear!"

★ ★ ★

Navy Vet (at 17!) Joins AFRes

A Navy veteran, whose military career began at the age of 13 and ended at 17, has signed up with 2562d AResC at Oakland, Calif.

The former sailor, Joseph E. McCann, Jr., now an Oakland policeman, and airman first class, took part in the WWII invasions of Africa, Sicily, Salerno and Normandy before he was 16 years old. He won numerous citations and commendations and a book has been written about his war experiences which will be published this month.



Airman J. Embrey (l) and M/Sgt. P. Moeser (r) show The Air Reservist to Policeman McCann

Reserve Roundup

A 1AF certificate of appreciation for support of AFRes activities in Massachusetts was awarded to John Donnelly & Sons, Inc., advertisers, whose donation of billboard space aided in recruiting efforts. . . . The NY Daily Mirror placed 75 AFRes truck posters on the sides of its delivery trucks to aid the

NY AResC in its recruiting drive. . . M/Sgt. William O. Costello was awarded the Commendation Ribbon for organizing and sustaining a public air Reserve information program throughout the 4AF area. Recently discharged, Costello now is with the Air Force Magazine editorial staff. . . . The 2473d ARFC at Billy Mitchell Field, Milwaukee, Wisc., was awarded the 10AF ground safety plaque.

An annual Reserve Unit Publication Award has been established within the 10AF. . . . Members of the 94th Troop Bomb Wg (R) at Scott AFB, Ill., were treated to a display of some 70 model airplanes all built by T/Sgt. Francis Crivello, a member of the 94th Food Service Sq. . . . Lt. Helen Doriski is the first veteran AF nurse

assigned to the 9073d ARGp of Albany, N. Y. . . . Some 600 reservists living in the Chicago area received a briefing on the mission of SAC at a meeting arranged by the 9140th ARGp, Col. Robert S. Hinds commanding.



Lt. Doriski

Lt. Col. Randall W. Hendricks was named commander of the 26th Ft. Bmr Sq, Youngstown (Ohio) Municipal Airport. . . . Reserve officers who graduated from the Communications Electronics Planning & Management Course at Keesler AFB, Miss., included: Col. Robert W. Eddy, Lt. Col. Robert E. Hickey, Maj. Charles Davison, Philip G. Kuhn, Napoleon B. Smith and Samuel L. Dawson, and Capt. David F. Phillips.

Ft "C" was host to 150 reservists of the 9235th ARSq (Providence, R.I.) and their wives for a lobster dinner at which principal speaker was Brig Gen. Felix L. Vidal, of ConAC. . . . Lt. Col. Joseph E. Whitewell, Jr., has been named commander of the 437th Trp Carr Wg at O'Hare International Airport, Ill. . . . The American Optical Co., of Southbridge, Mass., was awarded a 1AF certificate of appreciation for its support of the 9225th ARSq. . . . The California Institute of Technology AFROTC drill team won top honors in the annual AFROTC Southern California Drill Team Competition. . . . Col. S. J. Idsprek was principal speaker at a meeting of the Lanphier Sq of the Stanford U. AFROTC.

Dr. C. E. Rothwell, director of the Hoover Institute and Library at Stanford U., addressed more than 100 AFRes commanders and training officers at the 2640th AResC in San Jose, Calif.

Pentagraphs

The AF Academy: The quota for members of the Enlisted Reserve and National Guard has been increased from 13 to 18. Many high school students are becoming members of the Enlisted Reserve or National Guard to discharge their military obligation. That affiliation makes them eligible to apply and compete for appointment under the reserve quota. If they are also sons of members of the regular component, they can compete in both groups and increase their chances for appointment.

* * *

AFR 45-10—Air Force Reserve Inactive Duty Training Pay and Allowances—has been revised and is dated May 21, 1957. It is presently being distributed to field units. The revision brings the regulation up-to-date by incorporating changes made previously and distributed by messages. This regulation establishes the eligibility of AFRes personnel not on extended active duty to receive inactive duty training pay.

* * *

Title Change for AF Film: The film entitled *Bombers B-52*, reported in the May issue of *The Air Reservist* as being ready for fall release commercially and to base theaters throughout the country, has been renamed *No Sleep 'Til Dawn*. The picture completed recently at Castle AFB, Calif., stars movie idols Kurt Maldin and Natalie Wood. The film highlights the importance of the non-commissioned officer as a member of the crew and support personnel of the B-52.

* * *



Bomarc IM-99: The first official photograph of the interceptor missile developed by the U. of Michigan Aeronautical Research Center and the Boeing Airplane Co. is shown on left. It is a long-range ground-to-air interceptor missile designed to operate at extreme altitudes and supersonic speeds, with outstanding range characteristics. The missile has a range capacity permitting it to shoot down enemy aircraft at a far greater distance than any other missile presently in use in air defense. Successful firings against high-flying drone airplanes over the Atlantic Ocean have proved it an excellent inter-

ceptor weapon. The projectile is launched vertically by a liquid fuel rocket motor. As it reaches a speed suitable for ram jet operation, the rocket cuts out as twin ram jet

engines take over to provide supersonic cruise flight. The ram jets are slung on struts beneath the slim, cylindrical *Bomarc* fuselage. The weapon is described as about 47 feet long, weighs 15,000 pounds, and has a wingspan of only 18 feet 2 inches. Its armament consists of a high explosive warhead. Speeds and altitudes of the Bomarc missile have not been revealed by the AF.

* * *

Certificate of Entitlement: Current AF policy permits the commissioning of former AFROTC students who are holders of Certificates of Entitlement, if they are otherwise qualified. As a prerequisite to making application for appointment, the individual must have enlisted in the AF for a period of two years as authorized by the Certificate of Entitlement and have completed at least six months of that enlistment. Certificates of Entitlement were issued, upon graduation from college, to certain former AFROTC students who failed to remain qualified for commissioning under an established AFROTC production quota but who completed the AFROTC course in an informally enrolled status. The certificate entitled the recipient to enlist in the AF for a 2-year period and upon fulfillment of his active military service obligation, to apply for and be tendered a reserve commission, if otherwise qualified.

* * *

ConAC Gunnery School: Plans are being made to establish a ConAC gunnery school for air-to-air gunnery. Appropriate sites, maintenance and personnel requirements are under consideration. The proposed starting date for the school is Jan. 1, 1958.

* * *

ConAC Cited: The Continental Air Command was cited by the National Safety Council recently for outstanding performance for ground safety operation worldwide in 1956. The AF has won the *Award of Honor* for the last seven consecutive years by making yearly continuous reductions in accidents. During 1956, ground accidents were reduced throughout the AF by five per cent over the two previous years. This covered disabling injuries to military and civilian personnel, Government vehicle accidents, and ground accident costs per capita. The five per cent reduction is substantial considering each year has seen a lowered rate.

* * *

ECI Course Reactivated: The Air University, Gunter AFB, Ala., has recently announced the activation of a new ECI course in the field of military law. It is a 6-volume course carrying 35 credit points and 105 study hours entitled *Military Affairs* (Course 7802). It contains study material which covers the legal aspects of the military career from the swearing-in ceremony to retirement. Personnel engaged in legal, command, and administrative positions will be primarily interested in the course, although it could be of interest to anyone in the military service. Rights and benefits, duties and responsibilities, pay and allowances, care of dependents, educational opportunities, and participation in the AFRes and the ANG are some of the areas covered in the course. Students applying to take it need not meet any special eligibility requirements other than the general requirements specified for all students in the ECI Catalog.

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pictures of the month



Oohs and ooahs were the cry of the day when the flight operation class of the 9640th ARSg gave the Bays Club of St. Louis a tour of air facilities at Lambert Field. A flight in a C-47 climaxed the tour. Lt. Col. Roymand J. Morse, cmdr, 2657th ARSg, was host officer during the tour.



Lts. Ben Nelms and Stanley Groyson (left) had just landed their jet after a mission for the 137th F-1 Wg, Oklahoma ANG, when this flight of Girl Scout cookie salesgirls swooped down on them. They are Cheryl Adams, Morgoret Adams, Beverly Adams and Nancy Burch, Girl Scout Troop 11.



Lt. Gen. Charles B. Stone III, cmdr, ConAC, congratulates Col. George F. Bryon (r) on receiving the Commendation Ribbon. Col. Bryon, on M-Day assignee to CanAC Hq at Mitchel AFB, was cited for preparing an easily understood summary of the Survivor Benefits Law, currently distributed.



Rutgers AFROTC Codets Allen Woodward (left) and Joseph Littenburg, took a close look at the emblem of the Strategic Air Command. They were part of 54 Rutgers codets who inspected the B-47's on a visit of Portsmouth AFB, N.H. It may not be too long before they are flying one of 'em, eh?

THE AIR *Reservist*

AUGUST

1957

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER.
WASHINGTON.
August 1, 1907.

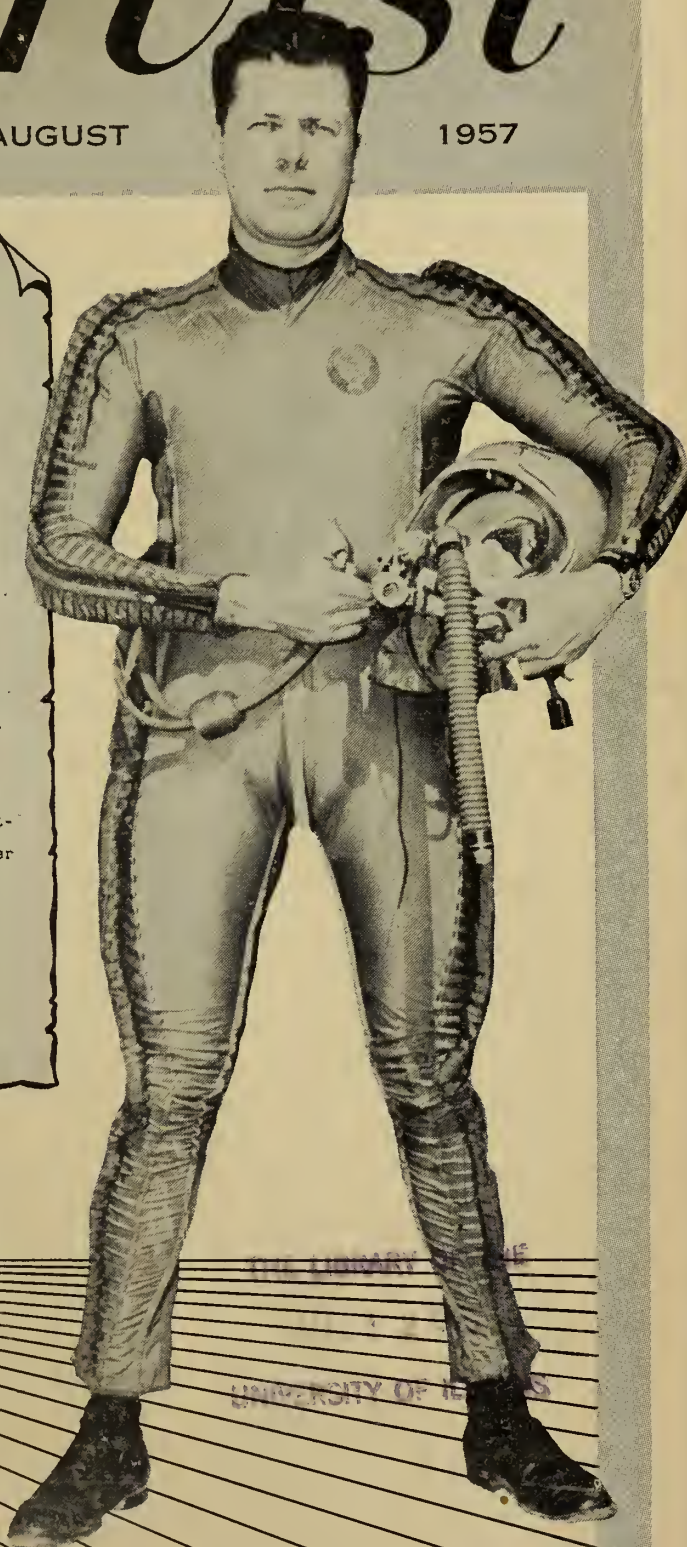
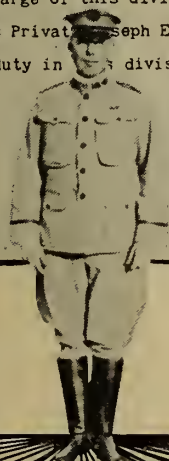
OFFICE MEMORANDUM.

An Aeronautical Division of this office is hereby established, to take effect this date.

This division will have charge of all matters pertaining to military ballooning, air machines, and all kindred subjects. All data on hand will be carefully classified and plans perfected for future tests and experiments. The operations of this division are strictly confidential, and no information will be given out to any party except through the Chief Signal Officer of the Army or his authorized representative.

Captain Charles DeF. Chandler, Signal Corps, is detailed in charge of this division, and Corporal Edward Ward and First-class Private Joseph E. Barrett will report to Captain Chandler for duty in this division under his immediate direction.

JAMES ALLEN,
Brigadier General,
Chief Signal Officer of the Army.



GOLDEN ANNIVERSARY U.S. AIR FORCE



AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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CONTENTS

| | |
|-------------------------------|----|
| Summer Camp | 5 |
| "No More Pearl Harbors" | 7 |
| Moonwatch | 8 |
| Mail Bag | 10 |
| Assignment Paris | 11 |
| Cross Country | 12 |
| Reserve Camera | 13 |
| Training the "Dog" | 14 |
| Pentagraphs | 15 |
| Pictures of the Month | 16 |

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Air Reserve Technician Plan Is Approved By Civil Service; 10,500 Slots Established

The Air Reserve Technician Plan, proposed by the AF as a means to increase the mobilization readiness of the Air Reserve Forces, has been approved.

The Honorable David S. Smith, Assistant AF Secretary, made the official announcement, June 28, before the ROA conference in Santa Barbara (see highlights of Secretary Smith's talk in ROA coverage, page 3).

The Civil Service Commission sanctioned the new plan. Approximately 10,500 full-time civilian jobs — designated as Air Reserve Technician positions — would be established within the units of 24 Air Reserve flying wings located throughout the country. The ART jobs would require that the individuals filling them be eligible for and be willing to accept active membership in the reserve unit in which they would be employed, as well as be selected through regular civil service procedures.

In the event of mobilization, the civilian ART's would don uniforms and

form the hard core of trained personnel needed to put the wings in which they are employed on a full combat-ready footing.

The program calls for some 9,000 active duty uniformed personnel stationed at the Air Reserve flying centers to support the reserve flying wings to be transferred to other active AF duty. In general, their duties would be absorbed by the wings and performed by ART civilians, or abolished as necessary.

The total civilian job strength required for the new program will be some 14,500 as compared with approximately 5,500 civilians now employed. Only 10,500 of these positions will be designated as ART. The remaining slots will not require reserve membership.

Employees now serving in Air Reserve flying centers whose jobs would be affected by the plan will be given the opportunity to join the AFRes, if qualified. If they do not accept reserve status,

see ART page 4

Reserve Forces Day Opens AFA Convention Symposiums; 50th AF Birthday Highlighted

The Air Reservist's cover symbolizes a most momentous month, as well as five historic decades for the U.S. Air Force. In tune with the times, the Air Force Association's 1957 National Convention in our nation's capital celebrates the Golden Anniversary of the USAF.

The week-long schedule features stirring ceremonies, symposiums, anniver-

sary balls, awards banquets, the Airpower Panorama, briefings, receptions, the Ricks jet flight, and other eventful happenings.

Of particular interest to members of the Air Reserve Forces is Reserve Forces Day, July 30, spotlighting a symposium, reception, and banquet. Although AFA's convention will be over when this edition has its major distribution, a breakdown of the Reserve Forces Day's events follow, since advance copies of *The Air Reservist* are being made available to hundreds of reservists and conferees in attendance.

While the Airpower Preview at Andrews AFB, July 28, kicked off the pre-convention events, Reserve Forces Day will witness the initial symposium and banquet on the imposing agenda of the Golden Anniversary celebration.

The Reserve Forces Day schedule:

RESERVE FORCES SYMPOSIUM,
1:00 pm—Opening presentation by Lt. Gen. William E. Hall, ConAC commander.

Talk by Maj. Gen. Winston P.

see AFA page 6

AFA AWARDS

Outstanding AFRes unit in the U.S.
452d TCW, Long Beach, Calif.
—commander, Col. John R. Allison

Outstanding AFRes airman in the U.S.

M/Sgt. Claude Geisler, Des Moines, Iowa

Outstanding ANG unit in the U.S.
188th F-1 Sq, Albuquerque, N. M. — commander, Maj. Francis Williams

Outstanding ANG airman in the U.S.

M/Sgt. Jasper Blackman, Charleston, W. Va.



Asst AF Secy Smith is met by M/G P. Hamilton, AFRes, CMH winner, at Santa Barbara Airport.



Gen. Hall greets Col. Art Gaebel, AFRes, air pioneer, who set records three decades ago.



Movie Star Bob Cummings receives ROA citation from Cal. Zeller, AFRes, national president.



Rev. Basil Kelly, father superior of famed Santa Barbara Mission, hosts several ConAC chaplains.

Vital Reserve Role Stressed in Key Talks At ROA Annual Conference in California

by Lt. Col. Franklin Hibel

Holding a convention in fascinating Santa Barbara is like casting sizzling Sophia Loren in a film role as teacher in a non-coed college: Santa Barbara's superb scenery and Sophia's equally superb structure demand too much attention.

Although countless conferees at the Reserve Officers Association's 31st annual convention blissfully indulged in such diverse attractions as deep-sea fishing, ocean-bathing and golfing, they managed to sit still long enough to participate in some highly informative sessions concerning the readiness of our nation's Reserve Forces.

The more than 1,000 reservists and active duty people attending the convention in Santa Barbara, Calif., June 26-28, witnessed an eventful and instructive conference.

The Honorable David S. Smith, AF Assistant Secretary, and Lt. Gen. William E. Hall, ConAC commander, delivered keynote addresses—Secretary Smith before an ROA session and Gen. Hall at an AF section meeting.

The convention opened with a talk by Lt. Gen. Lewis B. Hershey, (USA Rtd), Selective Service director. He stated that the country's biggest manpower job is to build the nation's Armed Forces, thereby giving the country the vital protection it needs.

Young men who have had no service will be encouraged to join the reserve force of their choice, Gen. Hershey said, since there will be more room for them with many reservists being transferred to Standby Reserve.

ROA Awards

ROA Awards to the outstanding AFRes navigation and individual training squadrons were presented by Col. Roger Zeller, AFRes, national commander. Selected by ConAC, the 8497th Navigation Training Squadron, based at Clinton County AFB, Wilmington, Ohio, and the 9702d Air Reserve Squadron of St. Paul, Minn., were singled out for top honors in each category.

Meritorious achievement awards in navigation training were made to the 8499th and 8508th Navigation Training Squadrons at Long Beach, Calif., and Dobbins AFB, Ga., respectively. Similar awards for individual training went to the 9364th ARSq, San Anselmo, Calif.,

9285th ARSq, Fitchburg, Mass., and 9803d ARSq, Hot Springs, Ark.

Secretary Smith, in announcing the passing of the Air Reserve Technician Plan (lead story, page 2), cited Gen. Hall as "father of the plan." He said that the ART plan, approved by the Civil Service Commission the week before his address, was ratified by the White House the following day.

The AF Secretary told delegates and AF officers that retention was the most serious problem today. Although the reenlistment rate went up from 22 per cent in 1954 to 47 per cent in 1957, Secretary Smith stated, the reenlistment rate in highly technical jobs is lowest.

Reserve Recommendations

Secretary Smith touched on the Stone Board recommendations, such as reservists getting into defense missiles, manning AC&W sites and ADC filter units. He pointed out that there was considerable optimism along these lines.

Gen. Hall discussed the Standby Reserve controversy, regarding queries from Selective Service to Standby reservists as to their availability.

"By law," the ConAC commander said, "Selective Service is the call-up agency for Standby reservists. The SS is doing a job well and within compliance of the law; further, it is not the AF's responsibility."

Gen. Hall pointed out that the AF was well over its quota in the 6-month program and will request a quota increase.

Insofar as appropriations, he said that Congress was most sympathetic and part of the \$2 million may be replaced.

Gen. Hall did not expect as much reserve construction money during FY58 as in 1957, but estimated that the AFRes would get "pretty nearly \$20 million, which isn't too bad."

The ConAC Commanders Conference, held concurrently with the ROA convention, saw presentations on such subjects as Match Merge, ROPA, ConAC Rating System, Unit Training, ARRC, Individual Training, New Reserve Mobilization Requirement, as well as operational subjects.

ConAC general officers in attendance, in addition to Gen. Hall, were Maj. Gen. Robert E. L. Eaton, 10AF cmdr; Brig. Gens. Felix Vidal, Reserve Affairs; Royal Hatch, Air Guard; R. Loyal Easton, Per-

see ROA page 4

Temporary Halt Called to 6-Month Plan Enlistments

The AF has temporarily suspended enlistments in its non-prior service program. This temporary halt was called to permit the AF to take an inventory of technical training spaces currently available in Air Training Command. AD for 6-month trainees who have been on educational delays have saturated training space for the next few months.

If the inventory now being taken by the AF reveals that space for training is available, enlistments will be accepted again immediately.

■ ART from page 2

or do not qualify, they will be kept in their jobs until they can be transferred to other positions in the same salary bracket within the same area.

The AF has emphasized that no employee now in a job to be designated as an ART position will be laid off in a reduction in force, demoted, or required to move to another geographical location because of the introduction of the plan.

In announcing its approval of the ART Plan, the CSC stated that the AF has emphasized the plan's importance to national security. The AF has stated that the Air Reserve flying wings are part of our first line of defense if there is an atomic attack on the U.S. These wings are not combat ready today, the AF added, and will not become so under the current method of operation whereby all members of the wings are part-time reservists training on weekends and during summer active duty tours.

The ART Plan provides a full time hard core of civilian employees who are responsible for success of the wings and who would be available on a moment's notice.

The Commission stressed that the plan will be operated under Civil Service rules and regulations and that the AF is required to conduct all activities under the plan in full compliance with the Veterans' Preference Act of 1944. Some of the jobs may be filled through the transfer of qualified Civil Service employees; others will be filled through open competitive examinations which soon will be publicly announced.

Although more civilian jobs will be set up under the ART plan, the Commission pointed out, the AF has stated that taking military and civilian jobs together the plan will eventually require fewer personnel than the present system of supporting Air Reserve flying wings.

Heir Reservists



I'm still waiting for my uniform allowance.

ARRC Requests Documents Re ISLRS General Officers

Documents pertaining to AFRes general officers should be forwarded to Hq USAF for inclusion in the appropriate master personnel records.

The ARRC maintains only a basic field personnel record on AFRes general officers assigned to the Inactive Status List Reserve Section (ISLRS).

Only the following documents pertaining to the AFRes generals assigned to ISLRS should be sent to the ARRC for inclusion in the basic field personnel record:

1. SF 88, Report of Medical Examination.
2. SF 88, Report of Medical Exam (Flying), if officer is rated.
3. AF 309, Dental Health Record, if officer is rated.
4. AF 279, Application for Identification Card—DD 2 AF.
5. AF 538a, Certificate of Assignment Clothing Account Number.
6. AF 625m Officer Assignment and Preference Record.

Letters to ARRC Must Contain Full Names, Grades and Serials

Air Reservists addressing correspondence to the ARRC are requested to include clearly written, their complete names, grades, and service number. Compliance with this request by the addressee will save many man-hours of research and expedite a reply from the center.

An indication of the confusion that could result is shown in the fact that there are 4,502 "Smiths" on file at the ARRC.

Gunnery Meet for Reserve Forces Slated Next Month

The long-awaited Inter-Reserve Forces Gunnery Meet (announced several months ago in The Air Reservist), takes place at Ellington AFB, Tex., Sept. 22-29.

Designed to match the skills of the best air-to-air marksmen, participants will include the ANG, AFRes, Naval Air Reserve and Marine Corps Air Reserve. The competition was proposed by Maj. Gen. Winston P. Wilson, chief, AF Division, NGB.

■ ROA from page 3

sonnel; Harold Twitchell, Surgeon; and Winslow C. Morse, ARRC cmdr.

Brig. Gen. de Lesseps S. Morrison, Mayor of New Orleans, La., an Army Reservist, was nominated by delegates as new national commander of the ROA, succeeding Col. Zeller, who will serve as a member of the executive committee.

Atlantic City, N. J., was recommended as the site for the 1958 Annual Convention.

Other principal addresses were made by The Honorable Hugh M. Milton, Assistant Secretary of the Army; The Honorable W. H. Francis, Jr., Assistant Secretary of Defense; Gen. Maxwell D. Taylor, Chief of Staff, USA; and Rear Admiral John M. Taylor, Assistant Chief, Naval Operations.

The natives are inordinately proud of their beautiful tropical city—and well they should be. The visitor had better refrain from any unkind comments about the city's virtues or risk being dumped into the city's surf . . . quicker than if he called one of the natives a Santa Barbarian.

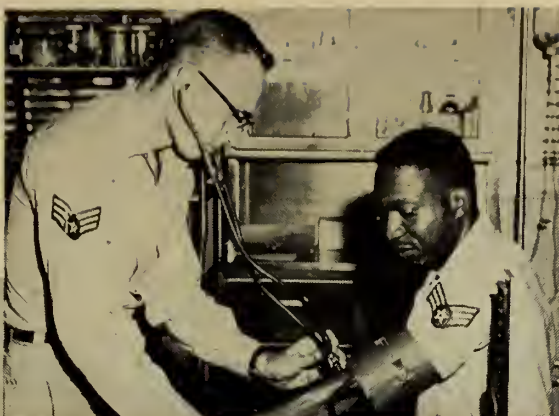
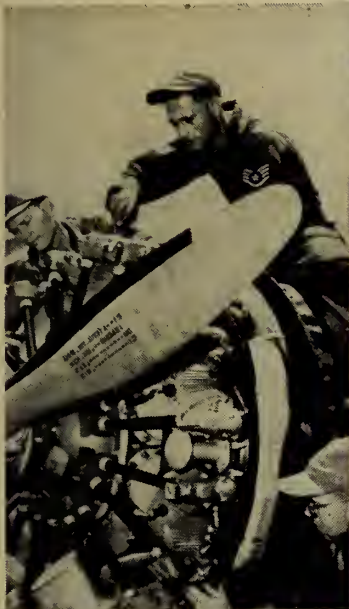
Phila. AResC Cmdr's Wife Wins International Air Race to Cuba

Mrs. Richard D. Callaway, wife of Lt. Col. Callaway, cmdr, 2614th AResC, Philadelphia, Penna., was declared the winner in the recent All-Women's International Air Race.

The race was sponsored by the Florida Chapter of the 99's International and the Cuban Tourist Commission. It started from McAllen, Tex., and finished at Varedero Beach, Cuba.

Following the race, the winners along with the other participants were received by Gen. Fulgencio Batista, President of Cuba, in the Presidential Palace where he presented Mrs. Callaway with the Batista Trophy.

Maintenance crew checks plane engine.



Airman gets a medical check as he goes on two weeks' tour.

Although these photos all depict various activities of the 15-day active duty tour of the 435th Trp Carr Wg, the *Flamingo* Wing of Miami, Fla., they are representative of the summer training sessions of all the Air Force's reserve troop carrier wings.

The 435th, incidentally, focused most of its training on completing its transition from the older C-46's to the twin-boomed C-119 *Flying Boxcars*.

In addition to its transition training, the wing varied the diet with briefings, ground and flying safety training, ditching and survival missions, and a variety of other tasks.

Indicative of the high morale of the *Flamingo* Wing was the fact that no less than 83.8 per cent, or nearly 1,000 officers and airmen, took part in the fortnight's active duty.



Flamingo Wing pilots here are showing off their new C-119's.



15th Aerial Port Sq troops loading plane.



Troops undergo ditching and survival training during active duty.

Concord, N. H. Reservists Aid Civil Defense Effort

A dozen members of the 9233d ARSg at Concord, N. H., might well have provided the answer to some of the unsolved problems of the nation's Civil Defense efforts. They recently completed a 13-week "on-the-job" training program with the Granite State's Survival Program.

The training curriculum consisted of preparation of maps, studies of the state's resources which will be strategically employed in the event of a nuclear attack, and weekly briefings by the project leaders in the progress of the comprehensive Preliminary Survival Project. Also included were research and planning on subjects such as evacuation plans, knowledge of mobile resources, fuel supplies, and conservation of vital materials.

Largely responsible for this unique training were Maj. J. Lee Bourassa, director of the Survival Project, and Lt. Col. George M. Grace, chief planner.

"We feel we have made a double contribution to our country by increasing our working knowledge of vital subjects which some day may have a critical military use, and the obvious assistance we have given to the State Civil Defense Program," said Maj. Bourassa.

FY58 Survey & Medic Exam Due ARRC Air Reservists

Reservists assigned to Headquarters, Air Reserve Records Center, will receive the Fiscal Year 1958 Annual Survey and Quadrennial Medical Examination during July, September, November 1957, and January and March 1958.

The new phased mailing schedule beginning in July 1957 will apply to reservists assigned to the non-affiliated Reserve Section (NARS), Ineligible Reserve Section (IRS), Inactive Status List Reserve Section (ISLRS), and Selective Assignees.

Previous surveys were mailed from the Center at one time. The new spaced mailing will enable Center personnel to process the survey replies more expeditiously.

ARRC officers strongly emphasized that reservists should complete and return the surveys within 30 days after receipt. Separation action may be taken against non-obligated reservists who fail to comply with this time limit.

■ AFA from page 2

Wilson, chief, AF Division, NG Bureau.

Formal presentation: MATCH-MERGE, by Col. Daniel DeBrier, cmdr, 9072d ARGp, N. J. Three-man panel: Cols. Gerald Spurlock, ConAC director of individual training; Carroll S. Geddes, chief, Reserve Activities Group, USAF; and Joseph T. Benedict, cmdr, 9047th ARGp, Worcester, Mass.

Formal presentation: RESERVE FLYING PROGRAM, by Col. Ramsay Potts, commander, 459th TCW, Andrews AFB, Md. Three-man panel: Cols. Robert J. Ahern, Plans, DCS/O, USAF; Fred Huish, ConAC director of unit training; and Edward Haseltine, executive officer, 89th FBW, Hanscom AFB, Mass.

Formal presentation: ANG FLYING PROGRAM, by Col. James M. Trail, C/S for Air, Idaho ANG. Three-man panel: Cols. Jack D. Blanchard, director, ANG O&T Branch; Downs E. Ingram, ConAC IG; and Philip Tukey, cmdr, 103d F-I Wg, Maine ANG.

Formal presentation: MOBILIZATION EMPLOYMENT OF RESERVE FORCES, by Brig. Gen. Hewitt Wheless, chief, War Plans, DCS/O, USAF. Three-man panel: Brig. Gens. Clayton Stiles, cmdr, 514th TCW, Mitchel AFB, N. Y., and Philip Ardery, cmdr, 123d F-I Wg, Kentucky ANG; and Col. Howard Markey, cmdr, 126th F-I Wg, Illinois ANG.

RESERVE FORCES RECEPTION,
5:00 pm

RESERVE FORCES BANQUET,
6:30 pm—Key address by The Honorable David S. Smith, assistant secretary of the AF for Manpower, Personnel & Reserve Forces.

AFA Awards to outstanding AFRes and ANG units and airmen in the U.S.

Ricks Trophy Awards.

In addition to Reserve Forces Day, a ConAC Commanders Conference is scheduled. Presentations on various subjects within the Air Reserve Forces will be made by key ConAC personnel.

Complete coverage of AFA's 1957 National Convention spotlighting the USAF's Golden Anniversary will be given in next month's issue.

Reserve Potpourri

(Many items of pertinence to units and individuals of the Air Reserve Forces arrive after the magazine's copy has been selected. When space permits, a digest of this material will be incorporated—such as the Reserve Potpourri that follows)

The Civil Service Commission has announced new exams for Navigation Specialist (Air and Marine) for slots principally at the Navy Hydrographic Office, Suitland, Md. Info and applications may be obtained at post offices or from the U.S. Civil Service Commission, Washington 25, D. C. Applications accepted by the Board of U.S. Civil Service Examiners for Scientific and Technical Personnel, Potomac River Naval Command, Bldg 72, Naval Research Lab, Washington 25, D. C.

Gen. Curt LeMay, USAF Vice C/S, was awarded the honorary degree of Doctor of Laws at the U. of Akron. He spoke at joint commissioning exercises for the university's 67 Army and 23 Air Force ROTC cadets . . . Shreveport (La.) AResC dedicated its new Center with an open house, July 13. The famed *Thunderbird* aerobatic team, the AF ceremonial drill team and SAC's four-footed security guards thrilled the public . . . DOD Reserve Award was presented to Carl R. Megowen, president of Owens-Illinois Co., Toledo, Ohio, by Maj. Gen. Robert J. Browne, 1AF commander . . . Union Carbide Nuclear Co., Oak Ridge, Tenn., also won the DOD Reserve Award, presented by Col. Walter Urbach, 14AF, to Clark E. Center, vice president of the company.

More than 100 members of the 9072d ARGp of Trenton, N. J., gathered at Hammonton, N. J., for a Presentation of Awards ceremony. Highlight was the presentation of the Group's official organizational flag, a peacock on a field of buff, to Col. Daniel DeBrier, group cmdr. Flag was presented by Lt. Col. Reginald B. Munson, 2622d AResC cmdr at Trenton . . . Urgent need for a Supervisory General Attorney, GS-11, at Sheppard AFB, Wichita Falls, Tex. Minimum requirements include LLB degree, current bar membership, three years practice, plus two years as attorney on staff of JA in any branch of Armed Forces. Standard Form 57, obtained at any Federal Civilian Personnel Office, should be sent to Civilian Personnel Officer at Sheppard.

"NO MORE PEARL HARBORS"



SOMEWHERE ON OAHU, three sleek F-86E *Sabrejets* of the Hawaii Air National Guard glisten in the Hawaiian sun as they sit quietly along one side of the runway. Fueled and armed to capacity, these jets are the insurance policies for over a half million island people that there will never be another Pearl Harbor.

A few short steps away, in the scramble shack, readied pilots await the sound of the scramble buzzer that will send them out to intercept and identify the unknown.

At other locations on Oahu, Air Guardsmen of the 109th and 169th Aircraft Control & Warning Squadrons, scan the radar scopes and report the information to the Air Direction Control Center. It is at this central station that all information is forwarded, evaluated and checked. If the aircraft can not be identified through normal channels, the jets are scrambled.

The pilots of the 199th Fighter-Interceptor Squadron give abundantly of their energies to this recently acquired vital mission. From the time the buzzer sounds until they are airborne, only 2 minutes and 40 seconds have elapsed . . . and that is moving.

One witness to this speed was Maj. Gen. Edgar C. Erickson, Chief, NGB, who said, "That is the fastest scramble I have even seen anywhere."

One day last month, Maj. Robert McGuire, on scramble duty, was standing in the shack, taking a bite out of a sandwich. He held a cup of coffee in his other hand. At this very

moment, the buzzer "cut loose" and so did the major. The sandwich went one way, the cup of coffee the other, but the unruffled major headed for his readied jet with his crew chief a good 10 steps ahead of him.

Chief of Staff for Air, Col. Valentine Siefermann, is the main power and drive behind his six air units and is constantly looking for improvement and new methods of efficiency. The inspection ratings tell an obvious story. However, there are other live evidences of the skill and enthusiasm of these Air Guardsmen.

To cite one example: At an air show at Hickam AFB in June, the maintenance section of the 199th claimed a record for an engine change of an F-86 Sabrejet, completing the job in 14 minutes and 14 seconds. The hot engine was timed from "wheels stop to wheels roll."

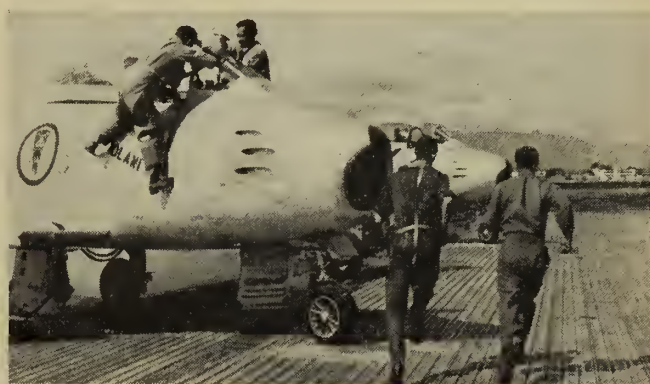
Maj. Gen. Erickson, who was in the islands last November on an inspection tour of Guard units, said the Hawaii ANG was one of the finest of its type in the entire nation. This, in effect, was also said by Maj. Gen. Winston P. Wilson, Chief of the Guard's Air Division, during his inspection tour of the air units in Hawaii last summer.

The generals were making reference to the six squadrons: the 199th F-I Sq; 8199th Replacement Training Squadron; 109th and 169th Aircraft Control & Warning Squadrons; 199th Weather Flight, and Hq HANG.

During the past year, to better acquaint the islanders with its program, the Air Guard kept up a constant barrage of

see PEARL HARBORS page 14

These two members of the 109th AC&W Sq, which supports the 199th F-I Sq, are plotting aircraft positions during a 'Pearl Harbor' test alert.

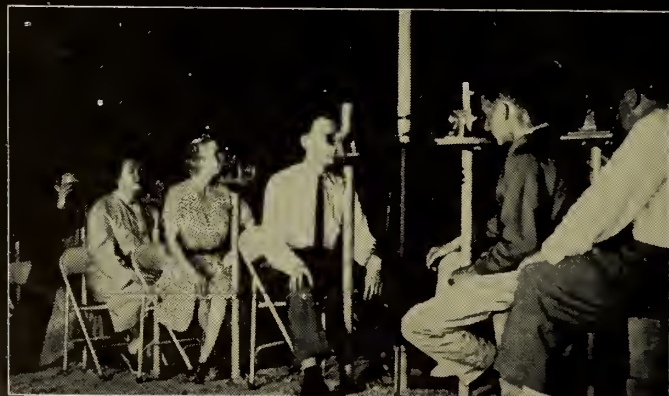


"Scramble" to some people means eggs, but to the Hawaii ANG, it's getting airborne in 2 min. and 40 sec. to intercept and identify the bogie.



Principal characters in OPERATION MOONWATCH include (l-r) Col. Clarke, Dr. Spitz and Col. Spiers, shown examining the many components of the "bug."

A close up of the "bug" to be used as trainer for observers all across the land.



Part of a satellite observation station where four to six scopes are set up and connected with an electronic timing system for absolute accuracy.

Scientists and A First

by Frank Burnham, OIS, CAP

NOT too many weeks ago a group of scientists sat around a desk in Washington, D.C. At the entrances to the building, vigilant armed guards were on duty. Only certain persons were permitted to enter and those were first positively identified.

The men were discussing the Earth Satellite Program — the tiny, 20-inch metal ball jammed with electronic gear which will streak around the world at 18,000 miles an hour sending back data on outer space; the huge *Vanguard* rocket which will propel it into space free of the earth's gravitational pull; and the various means by which we will keep track of the miniature, man-made moon as it flashes around the earth.

Among the men were Dr. Armand N. Spitz, coordinator of the Visual Operation Portion of the Earth Satellite Pro-

MOONWATCH

gram; Dr. J. Allen Hynek, associate director in charge of the Satellite Optical Tracking Program; Dr. Fred L. Whipple, director of the Smithsonian Astrophysical Observatory; and Leon Campbell, Jr., also of the Smithsonian.

Their major concern was how to keep track of the satellite after it enters its orbit around the earth. With the ever present possibility that the relatively few electronic tracking stations and astronomical observatories will lose the little speck of light—about equal to a fifth or sixth magnitude star—it became apparent that many eyes would be necessary. As a result of this meeting, a program to be known as Operation MOONWATCH was born.

The Smithsonian Astrophysical Observatory agreed to undertake the task of obtaining hundreds of volunteer astronomers across the country. Leon Campbell was named supervisor of operations for

Prime for Earth Satellite's into Outer Space

the program and in a relatively short time enough volunteers were recruited to man more than 100 Operation MOONWATCH observation posts.

A special low-cost MOONWATCH telescope was developed. Some with funds from their own pockets and some with funds furnished by community organizations that the volunteer Moonwatchers set out to equip their stations with for the big day.

At this point, however, the men guiding the optical observation part of the satellite tracking program faced a new problem—how to provide training for these scores of volunteers.

The answer came several weeks later. A small Civil Air Patrol L-5 liaison plane cruised at exactly 7,000 feet over the Virginia countryside near Washington, D.C. The crew—two of the more than 16,000 rated pilots who are members of this civilian auxiliary of the U.S. Air Force—were tense. Twisting around in the cramped confines of the rear seat, the observer began playing out 100 feet of plastic-covered, braided-wire clothesline coiled behind the seat. As the last of the line was played out and the slipstream drew it tight, the radio crackled.

WATCH

"You are over the Springfield Beacon. Your new heading is ONE TWO SIX degrees. We will give you the necessary corrections to keep you on this track. When you pass over Fort Belvoir, make a procedure turn to the right and return on the reciprocal of this heading. Washington Center will pick you up over the Springfield Beacon and put you on track for your next pass."

For the CAP and for the other civilian volunteers this was it! Behind the plane trailed a weird contraption made up of a common rubber suction cup or "plumber's friend," two flashlight batteries, a tiny bulb, a piece of wire, a small resistor and a few inches of aluminum stripping. For all its homemade appearance the device—now nicknamed the "bug"—had a distinguished beginning in the hands of AF researchers and scientists at the Naval Research Laboratory in Washington.

It had been computed that the little light moving at 110 mph at 7,000 feet would appear in the telescope almost exactly like the Earth Satellite now being prepared for launching. It was even necessary to insert the tiny resistor in the circuit to limit the output of the light to exactly one-tenth candlepower, approximating the appearance of a fifth magnitude star.

As the small CAP plane began its track, more than a score of astronomers and scientists manning two of the pioneer MOONWATCH stations—Fort Belvoir, Va., and Springfield, Va.—gazed into their scopes, each one mounted and calibrated so as to view one small segment of a 120-degree slice of sky along the 78th meridian.

Overhead the engine of the plane could be heard. Those not watching through scopes could see its navigation lights. The questions in every mind were: will the tiny light do the job? will it appear in the scopes as it should? will the CAP plane and its crew of non-professional volunteers be able to perform the precision flying necessary to insure that the speed, course, and altitude will be exactly correct?

Suddenly a man down the line of scopes called, "Number 7!"

At the same time he pressed a button which activated an electronic timer. Then another and still another sighting was reported.

Col. Owen F. Clarke, Hq USAF, the AF project officer for Operation MOONWATCH, and Dr. Spitz, on hand for the experiment, breathed sighs of relief. The tests were going to be a success.

Two hours and many sightings later, both Col. Clarke and Dr. Spitz expressed their "entire satisfaction" with the tests.

With the real Earth Satellite being rushed to completion for launching during the International Geophysical Year—July 1, 1957 through December 31, 1958—the scientists had



been hard-pressed to provide advance training for the more than 4,000 volunteer observers. Now, thanks to the AF and CAP, these observers would have many hours of actual practice in sighting, tracking and reporting on the movements of the satellite—or any satellite for that matter—long before its epoch-making voyage into space.

In a matter of days, Hq USAF began putting the loose ends together. One hundred of the "bugs" were ordered constructed for distribution to CAP units situated near Operation MOONWATCH posts all across the country.

An official request was made of Maj. Gen. Walter R. Agee, USAF, CAP national commander, for full scale support to the hundreds of volunteer astronomers and scientists who make up the MOONWATCH teams coordinated by the Smithsonian Astrophysical Observatory.

CAP units were alerted to begin operations—an estimated 10,000 flying hours—on still another important mission in support of the AF and our national security.

This one, however, will have about it an aura of greater excitement and drama for it will be in direct support to the greatest venture in our time . . .

THE WORLD'S FIRST VOYAGE INTO OUTER SPACE!





MAIL BAG

Dear Editor:

I am an A/1c with two dependents assigned to the AFRes to complete my obligation. This assignment was effected due to a Hardship Discharge, received after serving on active duty from Jan. 26, 1950, to Aug. 20, 1952. Am I now eligible to apply for active duty?

CJS
Baltimore, Md.

Yes. You may apply for active duty in the grade of A/1c, qualified because you have more than four years of service for pay purposes, by submitting application, AF Form 125, through your reserve unit of assignment to Commander, Hq ARRC, 3800 York Street, Denver 5, Colo., ATTN: PAP-3. If you have no reserve unit assignment, you may forward application direct to ARRC. If you meet the criteria and are accepted for extended active duty, you will be required to reenlist in the AFRes for five years in order to be eligible for a 4-year tour of active duty. You will also be required to accomplish a final type physical examination.

Dear Editor:

I am an enlisted reservist being considered by ARRC for a 4-year tour of extended active duty with the AF. It is my understanding that I will be given an adjusted date of rank in my active duty orders which differs from my reserve date of rank. Is this correct?

AMF
Boston, Mass.

Yes. An enlisted reservist entering on extended active duty is awarded an adjusted date of rank which is a date preceding the date of entrance on active duty by a period of time equal to all active Federal military service performed in the AF in the grade in which he enters extended active duty and in any higher grade, provided the airman has maintained continuous service in the Regular AF and/or as a Reserve of the AF either on active duty or not on active duty. Continuous service includes all service without a break in excess of 90 days. Personnel who are not entitled to an adjusted date of rank

under the above provisions will have a date of rank which is the date of entrance on active duty.

Dear Editor:

I received a promotion to captain under the provisions of ROPA of 1954. Am I entitled to a Certificate of Commission as evidence of the promotion similar to the one I received when I accepted an indefinite term appointment as first lieutenant in 1953?

WJB
Fort Wayne, Ind.

No. Certificates of Commission are issued only on initial appointments and on acceptance of an indefinite term appointment in lieu of a five-year term appointment. The issuance of Certificates of Commission on subsequent promotions is not authorized.

Dear Editor:

After completing ten years toward satisfactory Federal service for retirement under the AFRes program, will I receive a certain percentage of retired pay upon reaching the age of 65, or will I have to complete the full 20 years? Please advise.

GBS
Kearns, Utah

To be eligible for retirement with pay under current provisions of Law, Section 1331, Title 10, U.S. Code, a person must have completed 20 years of satisfactory Federal Service and attained 60 years of age. There are no existing laws which provide for retirement with pay upon completion of 10 years satisfactory Federal service.

Dear Editor:

I would like to ask you if the Aviation Education Workshop, sponsored by the CAP in cooperation with Miami University, Oxford, Ohio, can be taken as a reservist on active duty with pay?

JEH
Bay City, Tex.

The workshop is an educational program which individuals attend in their civilian status and not in their capacity as a reservist. Therefore, it is not an authorized service school and tours of active duty have not been programmed for attendance thereat.

BOOK REVIEW

(A broader understanding and appreciation of air power and the U.S. Air Force is the keynote of the books reviewed here. The AF encourages Air Reservists and Air Guardsmen to read this literature of the air ranging from professional aspects of air power to historical fiction.)

OPERATION DEEPFREEZE by Rear Admiral George J. Dufek (Harcourt, Brace)

After more than a year of Washington planning, the Navy's most ambitious Antarctic expedition—known as Task Force 43—started for the bleak wilderness of the South Pole. Admiral Dufek headed the expedition designed to furnish logistical support for the International Geophysical Year 1957-58. After breathtaking adventures in the frozen frontier, the author stepped out of an aircraft on the South Polar Plateau and planted the first American flag in weather 90 degrees below. The Air Force aided greatly in the Navy's epic expedition by airlifting tons of essential equipment, flying by way of New Zealand. Maj. Gen. Chester McCarty, 18AF commander, piloted one of the *Globemasters* over the South Pole and dropped 10,000 pounds of equipment.

SOVIET RUSSIA IN CHINA by Chiang Kai-shek (Farrar, Straus & Cudahy)

The long-awaited book by the President of the Republic of China and one that was well worth waiting for. Chiang Kai-shek traces the Nationalist Revolution, led by Dr. Sun in 1911, to the present. A candid book, it presents the inside story of his country as a case history to the free world in the struggle against Communism. Chiang Kai-shek frankly admits his own mistakes, but is unbending in depicting the failure of peaceful co-existence with Russia. He does end on an optimistic note: "... I have unswerving faith in the re-emergence of my country as a free united nation and in the eventual triumph of freedom over slavery throughout the world."

AN A.B.C. OF AERONAUTICS by L. L. Beckford (Pitman)

An aeronautical dictionary designed to provide the student airman with a detailed guide to aerial terms. The author, a WWII British naval pilot, lists the alphabetical breakdown, complete with 80 line drawings. Fine for fledgling fliers.

Maj. Frediani greets friend on world-famed Champs Elysees near Arc de Triomphe.



Lt. Col. Donald H. Dines, an M-Day assignee at Orly checks a map before leaving on a flight to Spain.

Transplanted Americans Remain Active

THERE is a small group of American citizens living in the Paris, France, area who have dual roles. Mainly, they are civilians earning their living in various capacities in this land of the Eiffel Tower. But every now and so often, they become officers in the USAF. They are mobilization assignees.

One such, for instance, is Donald H. Dines, a lawyer by vocation, who works for the USAF at Chateauroux Air Base. As an M-Day assignee, however, he is a rated pilot (lieutenant colonel) and as such puts in his training periods keeping up his flying proficiency.

Switch to Blues

Another is Raymond R. Frediani, whose civilian job is overseas superintendent of meteorology for Trans World Airlines at Orly Field, Paris. When Mr. Frediani dons an Air Force uniform and becomes a major, that is all he changes, for his job is the same. He is a meteorologist with Det. 48, 18th Air Weather Sq (MATS), commanded by Maj. Edward S. Maykut. These two gentlemen are old friends, having first met some 12 years ago when both worked at the same assignment with the 12th Weather Sq in Italy.

Stepping by Maj. Frediani's office in TWA's headquarters one can very well find him busy studying the huge map which covers an entire wall. A red ribbon is stretched through more than 20 capitals of Europe, North Africa, the Middle East and Asia, actually extending from Ireland to the Philippines. This is Maj. Frediani's territory, weather-wise.

Only M/A Slot

He is interrupted by a cute French secretary who says, in her own inimitable accent: "Excuse me, Mr. Frediani, but you told me to remind you of your duty at 1800 hours with the Air Force."

So that evening, Maj. Frediani indulges in a sartorial metamorphosis, drives to the other side of Orly Field and enters an office which has the same equipment and the same maps.

The only difference is that during the day, he gives weather information to commercial pilots, but when he is on duty as a major, he gives the same information to USAF and NATO pilots.

The point is, he, like his fellow M-Day assignees overseas (and here at home) is ready at a minute's notice to take his place with the Air Force should the necessity arise.

Air Guard — "MORE BANG FOR THE BUCK"

Delivering maximum combat potential for minimum dollar support long has a tradition and a matter of deep pride to the Air National Guard. But with transition to higher performance aircraft and their accompanying higher operating costs, the ANG has had to seek new ways to get "more bang for the buck."

The high performance cost problem can be readily appreciated when the \$114 hourly operating cost of an F-51 prop fighter is compared with the \$246 cost to operate an F-86E jet interceptor.

Although direct costs are relatively fixed, ANG considers increased efficiency and economy in other cost areas a realistic means of absorbing some of the additional budgetary requirements.

"Higher performance brings higher

costs and bigger reasons for demonstrating we still know how to run a business close to the bone," declared Maj. Gen. Winston P. Wilson, NGB AF division chief, recently.

All of which is why a number of relatively new techniques have been instituted for systematic scrutiny and reduction of expenses. Some of the more important techniques are the adoption of commercial type accounting, a manpower survey team program, and a sharp blue pencil on all budget procedures.

In connection with the latter, April's issue of *The Air Reservist* explained how installations problems have, in numerous instances, been solved by comparatively inexpensive improvements to existing facilities. With the same type of close

scrutiny applied to every area of the ANG appropriation, initial requests of \$305 million for FY58 were pared to \$263 million.

The net result of these rigorous reviews has been a consistently tight appropriation and a consistently high obligation rate without retarding progress toward complete operational readiness. During FY 54, 55, and 56, the obligation rate has been 98.3%, 98.2%, and 96.6% respectively—generally recognized as phenomenally high.

Guardsmen lose no time pointing out that combat readiness is their business, but they're not forgetting the heavier price tags on their flying hours. As one put it, "We transitioned from observation to fighters all right, and now we've learned to handle jets. I guess we'll keep that dollar bill from flying us into the ground."

CROSS COUNTRY REPORT



NYANG Wing Gets Jets

The 106th Bomb Wg (NYANG) of Floyd Bennett Field, Bklyn., was redesignated the 106th F-I Wg and converted from attack bombers to jet fighter-interceptors during its annual field training at Hancock Field, Syracuse, N.Y.

Approximately 1,400 guardsmen, including 82 pilots, took part in the training. The wing is commanded by Col. Raymond L. George. The tactical flying was conducted by Maj. Robert B. Terry, cmdr, 106th F-I Gp. The group's two squadrons are the 102d under Maj. George Leggett and the 114th under Maj. Joseph R. Wilson.

☆☆☆

New Facilities for New F-B Sq

Construction has begun on a \$6,000,000 AFRes project at Bates Field, Mobile, Ala., to house a jet equipped F-B Sq and permanent party detachment tentatively scheduled for activation in late 1958.

The unit, a part of the 482d "Dixie" F-B Wg, Marietta, Ga., will have an authorized strength of about 450 reserve officers and airmen and will be equipped with F-86H Sabrejets.

☆☆☆

Squadron Efficiency Raised

Emphasis on reservists handling their own administration and training rather than leaning on permanent party help has paid off in squadron efficiency and interest in the 8500th ARSq (navigation training) at Hamilton AFB, Calif., according to Maj. Jacob E. Mancinelli, cmdr.

The unit's new staff is headed by Maj. H. E. Irwin and consists of Maj. O. Vernelson, training officer; Capt. C. W. Fullilove, personnel, and Capt. J. R. Appenzeller, adjutant. Actual training responsibility for the squadron's three flights is vested in the flight commanders, Maj. V. R. Pettigrew, R. D. Santorielle and W. F. Kirkwood.

☆☆☆

Alabama ANG Staff Takes Training

For the first time in the history of the Alabama ANG, active duty training for the Headquarters State Staff was conducted on a numbered AF level, in this case, 14AF at Robins AFB, Ga.

The Alabama contingent, with headquarters at Montgomery, Ala., was under the command of Col. Thomas C. Smith, Jr. The new training concept placed

guard officers working "on-the-job" with their counterparts at 14AF Hq.

☆☆☆

Squadron Covers 50,000 Sq. Miles

The 9418th ARSq, with headquarters at Glasgow, Mont., holds claim to having the largest area of coverage in the U.S., with 50,000 square miles of sparsely settled territory.

Commanded by Lt. Col. Ralph Dunmire, the squadron recently activated a new unit at Poplar, Mont. It is under the supervision of the 2642d AResC of Spokane, Wash.

☆☆☆

Officers Take Refresher Course

Some 300 reserve officers in the California area attended the Air University's 2-Day Refresher Course at Norton AFB which was sponsored by the 9077th ARGp of Mira Loma.

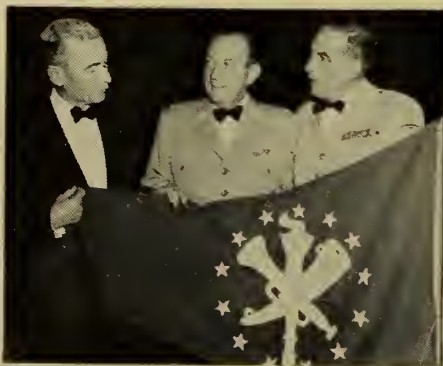
Among the principal speakers were Col. Gerald M. Spurlock, director of individual training of ConAC; Col. Charles D. Chitty, commandant of AU's Squadron Officer School; Col. Stanley Q. Wentz, commander of the 9077th; and Lt. Col. Alfred S. Howell, commander of the Mira Loma AResC.

☆☆☆

DOD Award to New York City

Mayor Robert F. Wagner (colonel, AFRes) was presented with the Department of Defense Reserve Award for the City of New York in an official ceremony held during the Eighth Annual Military Ball at the Waldorf Astoria Hotel.

The citation to the city "for its outstanding contribution to the reserve program and its cooperation with reservists and reserve activities" was read by the Hon. Donald A. Quarles, deputy secretary of defense and presented by Maj. Gen. Roger J. Browne, cmdr, 1AF.



Defense Dep. Sec'y Quarles presents DOD award to Mayor Wagner as Gen. Browne (r) looks on.

Reserve Roundup

Lt. Col. H. M. Fabnstrom and Capt. Nathan S. Neu, of the 9074th ARGp, presented the Bradford (Penna.) Era and Radio Station WESB with Certificates of Appreciation signed by Maj. Gen. Roger J. Browne, cmdr, 1AF. . . . Riddle Airlines was awarded the first Department of Defense Reserve Award to be given an airline at ceremonies conducted by the 9100th ARGp, Philadelphia, Lt. Col. Richard D. Callaway, cmdr. . . . Sixteen reservists, headed by Col. Edward A. Kane, cmdr, 9110th ARGp, Wash., D.C., flew to Elgin AFB, Fla., for an aerial firepower demonstration.

Col. Clement M. Eyler, one of East Tennessee's most distinguished reservists, was honored at his retirement ceremonies by his squadron, the 9964th ARSq in Oak Ridge. . . . 1st Lt. Barry Cox of the 9904th ARSq, Atlanta, Ga., graduated simultaneously from the Atlanta Law School and Columbia Theological Seminary, being awarded a Bachelor of Laws and Bachelor of Divinity degrees. . . . Capt. Joseph R. Hogsett, of the 9719th ARSq, Kansas City, Mo., was called specially to active duty as a Judge Advocate, to aid military members at Richards-Gebaur AFB, as a result of damage inflicted to their homes by a tornado. . . . Maj. Clyde Parthree, a MATS transport pilot, was elected president of Chapter 101, European Dept., Reserve Officers Ass'n, Orly AB, Paris. . . . Lt. Col. Frank Forchtner, cmdr, Albany, N. Y. AResC, presented a 1AF Certificate of Appreciation to Sunmount Hospital. . . . The 375th Trp Carr Wg (R) of Pittsburgh, Penna., recently recruited 11 youths for the AFRes six-month training program. . . . T/Sgt. Ernest E. Weeks of the 9238th ARSq, Willimantic, Conn., received a commission as a captain in the USAFR.



Capt. Hogsett

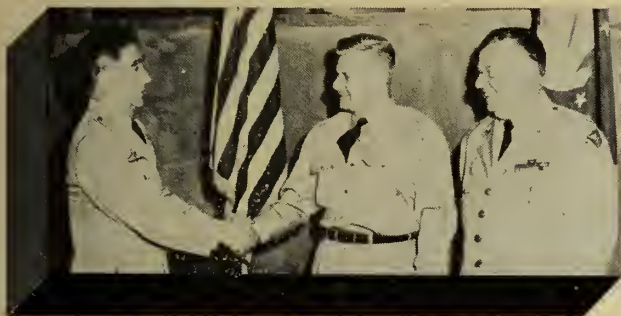
Maj. James E. O'Hara, of the NY Air Materiel Command Reserve Training Unit, was guest aboard the carrier Franklin D. Roosevelt during a maneuver. . . . A group of officers and airmen, headed by Col. William O. Thomson and Lt. Col. Frank F. Woolley, Jr., members of the 2604th AResC, Hartford, Conn., were given a submarine dive, courtesy of the Navy's Atlantic Submarine Fleet. . . . M/Sgt. Gale L. Wilson was named Airmen of the Month of the 2562d AResC, Oakland, Calif.



Demonstration of equipment by test pilots and Explorers of Troop 126 of Alamogordo, N.M., Pilots are l to r, Captain Jim Eastham, Major Ray McDonnell and Captain William Mabel.



Col. Thomas N. Wells enlists two couples in the 9886th ARSg at the U. of Florida. L to r: A/1c Billie Farrar and Carolyn Goodwin and husbands, S/Sgts. Delbert Farrar and Bob Goodwin.



Col. Walter Godard of the NY Air Procurement District congratulates Col. Michael McCormack on award of Commendation Ribbon. Col. William Waibel of NY AMC Reserve Training Unit looks on.



Miss Nancy Birdsall is awarded flight scholarship for outstanding service as girl's flight leader in Columbus, O. CAP.



Admiral Air Reserve Trophy awarded to AFROTC at U. of Rochester, l to r: Maj. V. R. LaBerge, Col. R. J. Mead, cmdr, 9063d ARGp, Col. T. Badger, Jr., AF, Cadet Lt. R. Zuegel, Lt. Col. F. B. Fasket, cmdr, Rochester AResC.



RESERVE CAMERA



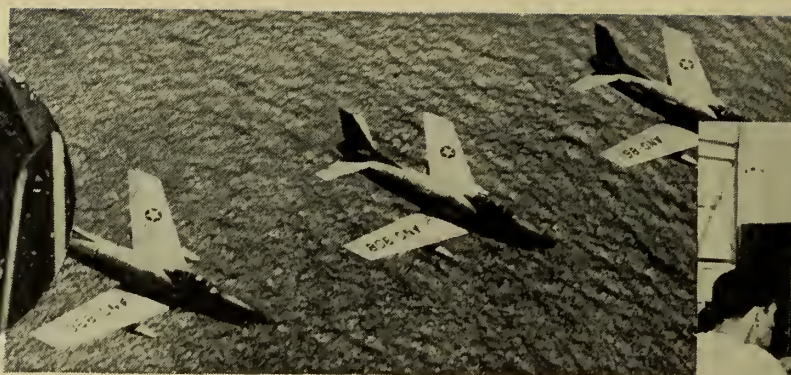
Dave Garroway, TV star, is made an honorary colonel in the 9963d ARSg of Chattanooga, Tenn., for his defense shows.



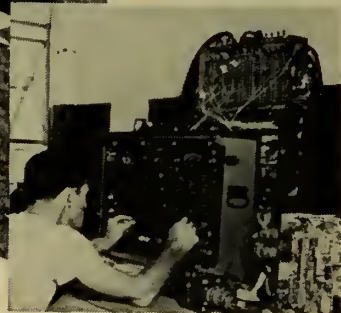
1st Lt. M. S. Devanney plans a mission with officers of 8705th AACs Sq (R) during active duty tour at Brooks AFB, Texas. L to r: Capt. John Florio, Lt. Devanney, Capt. Wendell H. Boltan, and Maj. Joseph R. Boland, squadron commander.



T/Sgt. George Lantz makes repairs inside an F-86D. It sure looks complicated, doesn't it?



S/Sgt. Ronald Moseley adjusts the complex Electrical Control Tester for F-86D fuel systems



TRAINING THE "DOG"

WITHIN a short time now, Florida ANG's newly designated 125th Fighter Group (Air Defense) will be completely equipped with F-86 *Dogs*, considered the most effective high-altitude interceptor prior to the Century series.

This will be the culmination of a summer of hard work, much travel, and many hours of study on the part of Maj. Leon Moore's flying and maintenance personnel and will mark the first unit in the ANG to have the planes long considered to be the mainstay of the Air Defense Command, to which the unit would be assigned should an emergency arise.

To complete the transition as quickly as possible, not only did an F-86D Mobile Training Detachment travel to the 125th's Jacksonville base, but both pilots and maintenance crews went to various ADC bases to "check out" in the *Dogs*, and to fly and work with active duty personnel. At the completion of their transition, they, in turn, aided their comrades who were unable to get away, to check out in the all-weather jet interceptor at Jacksonville.

"The transition into these complicated and demanding aircraft has not been easy," declared Maj. Moore, group commander. "This single-seater is more difficult to maintain than any aircraft in the ANG program. The delicate radar and electronic systems require constant effort by the maintenance

personnel to keep them in operation. Also, the sensitive flying techniques necessary in all-weather interception place a heavy demand on our part-time pilots in order to keep proficient. In these aircraft, one man must perform the jobs of two—pilot and radar observer."

Hq ANG also announced that in the very near future other units throughout the country will be getting the "Dogs" and they, in turn, will undergo the same type training as the "Florida Fliers."

"The assimilation of the F-86D into the Air Guard system is an important step in increasing its contribution to the nation's full-time defense," a Hq spokesman said. "Since the era of the day-fighter is fast ending, the defense of our nation depends primarily on aircraft that can intercept the enemy under any conditions. The F-86D has proved to be well suited for a rapid intercept and recovery mission."

This, it was added, is the type of mission that the ANG units throughout the country are best suited to perform since every major industrial and military target has a Guard unit nearby.

It is logical and economical—and certainly illustrates the reliance which the regular AF places on the ANG in case of emergency—to utilize these bases and personnel in the defense picture.



■ PEARL HARBORS from page 7

information aimed at the Hawaiian citizenry via the mediums of radio, TV, and newspapers. Good public relations with reporters and program directors have paid big dividends in educating the public and boosting HANG projects.

And speaking of projects . . .

Recently, during a pilot recruiting campaign, the 199th F-1 Sq took a *Sabrejet* to the University of Hawaii, rolling it down the highway on its tricycle landing gear from Hickam AFB to the "U" in the wee hours of the morning.

With a chuckle, the Air Guardsmen quietly put the swept-wing craft on the school campus and waited for sunrise.

The element of surprise worked!

Astonished teachers, parents and students rubbed their eyes in disbelief. Others, driving past the university on their way to work, stopped to investigate.

How many prospective pilots did the Air Guard sign that day?

Forty-five! And of those 45 "hot" prospects, seven have already started their schooling. The others are taking the necessary tests.

During their 10th anniversary, the HANG took a *Sabrejet* into downtown Honolulu and put it on display on the grounds of Iolani Palace, the seat of Government in the islands.

The jet, one of eight newly arrived F-86E's, was blessed in true ancient Hawaiian ceremony and christened by the Governor of Hawaii, the Honorable Samuel W. King.

The Aloha Week King and Queen, with their court, reigned over the proceedings as the "Alii" or royalty. A giant lei was placed over the craft. Hula girls and gay Hawaiian music added to the festivities.

When a silver *Sabrejet*, striped in the royal Hawaiian colors of red and yellow, streaks through the clear Hawaiian sky, over the surfers at Waikiki and past Diamond Head, the island people point proudly and whisper, "No more Pearl Harbors."



Pentagraphs

OSI Reserve Expansion: Mobilization assignment vacancies exist for approximately 450 officers and 730 airmen with the Office of Special Investigations. A few slots also exist for administration officers and airmen. Openings are in all grades, geographically located all over the nation with district offices, field extension units. The mission of OSI is to provide a centrally-directed, criminal, counter-intelligence, and special investigative service to all AF activities. Applicants should, therefore, be of excellent character, physically qualified for general service, and not have a record of court-martial, or a record of arrest for other than minor traffic violations. Retention in OSI requires efficient duty performance, demonstration of excellent character, discretion, and a favorable background investigation. Qualified Air Reservists who have investigative experience, training in law or accounting, and in general a college education (officers) or high school (airmen) and meet the qualification requirements set forth in Chapter 10, AFM 11-11, should contact the nearest OSI district or detachment office for complete information. This is an excellent opportunity for qualified personnel to serve their country while receiving invaluable training in the investigative career field.

★ ★ ★

AF Academy Prep School Training: Persons desiring to take advantage of appointment to the new AF Academy prep school program are urged to submit their applications at once together with a transcript of their high school academic records. Facilities of the U. S. Military Academy and the U. S. Naval Academy preparatory schools located at Fort Belvoir, Mo., and Bainbridge, Md., respectively, will be utilized. Academic, military, and physical training designed to prepare candidates for entrance examinations and for the course of instruction at the USAF Academy will be provided. Instruction will begin in Sept. 1957 and continue through May 1958. Approved applications should be forwarded to the Director of Admissions, Box P, AF Academy, Denver 8, Colo. Individual applicants will be notified by their commander when selected.

★ ★ ★

New Home Loan Eligibility: Veterans may be entitled to a new home loan eligibility upon the sale of their GI purchased home because of voluntary change to a better job in another area, or on retirement to another section of the country. A change to a better job is interpreted by VA as being one that either increases the veteran's income or provides greater advancement opportunities. Generally, a change of jobs within the same metropolitan area would not be considered a reason for restoring loan rights. However, restoration might be approved if the veteran could show compelling proof that the change of job location involves a substantial increase in the time or cost of transportation to and from work. A change to another city under circumstances beyond the transferee's control was formerly the criterion for determining if a vet's GI home loan eligibility could be restored.

USAF Retired List: *AFR 45-7: Placement on the USAF Retired List with Retired Pay at Age 60*, dated Sept. 27, 1949, is being revised. Final coordination, with early publication and distribution is expected. The new regulation will outline procedures for placing members and former members of the reserve components of the AF on the USAF retired list with entitlement to retirement pay upon attainment of age 60. In addition, it details creditable service, accumulation of retirement credits, and method of application for retirement in more detail than previous editions of the regulation.

★ ★ ★

Dual Compensation: Comptroller General Decision of the United States (B123382), dated June 11, 1957, modifies Comp. Gen. Decision B123382 of Mar. 2, 1956, in the case of *Tanner v. United States*, 129 C. Cls. 792, to the extent that all reserve officers, regardless of the reason for which they retired, may now collect their full retired pay in addition to any income that they receive as the result of occupying a Federal civilian position, provided they continue to hold their reserve commissions.

★ ★ ★

DOD Film: *The Peaceful Atom* (WA-3), produced by the Office of Armed Forces Information and Education has been released. The film is another in the World Affairs Series. In it Adm. Lewis L. Strauss, Chairman of the Atomic Energy Commission, discusses peacetime uses of atomic energy with students from the National War College. It has been cleared for public non-profit showing, including television.



Bell X-14: Constructed recently by the Bell Aircraft Corp., for the AF, the jet-propelled, vertical rising X-14 is undergoing initial flight tests. Still in the experimental stage, the plane is designed according to an entirely new principal of flight. It can rise vertically, shift to forward flight and land in limited areas while in horizontal position. While the plane's engines remain stationary throughout all stages of flight, transition from vertical to horizontal flight is affected by a system of vanes controlling direction of thrust from the engines. The system is known as the thrust diverter. Stability control during take-off and low speed flight is provided by ejection of compressed air from nozzles at wing tips and the tail. Powered by two British made Armstrong-Siddely jet engines, the X-14 has a wing span of 34 feet, length of 25 feet, and a height of 8 feet.

★ ★ ★

Hikes Re Unit & M/A Slots: *AFR 45-50, Promotion of AFRes Officers to Fill Unit and Mobilization Assignment Position Vacancies*, dated June 28, 1956, which explains how AFRes officers are selected for promotion to fill unit (including mobilization assignment reserve section) position vacancies below the grade of brigadier general, is presently being revised to allow unit vacancy promotions on a quarterly basis rather than on a yearly basis.

pictures of the month



Bob Feller, one of baseball's greatest pitchers, gives some expert advice to Junior Huskey, a pitcher on the Knoxville (Tenn.) AResC Tigers. The Little Leaguers, all members of a local settlement house, are coached and sponsored by Center personnel. Feller conducted a baseball clinic.



Lt. Col. Jahn H. Katt, training officer of the 9140th ARGp of Chicago, was named "Illinois' finest father of the year." He was nominated by one of his twin daughters, Sue (left), but his wife, Hazel, and other twin Judy, heartily concur. Col. Katt is principal of an elementary school.



Cal. Dean E. Hess, famed minister-fighter pilot, presents a plaque to Curt Christensen, president of the California Wing, AFA, commemorating 50th anniversary of the USAF. Standing by during presentation were Cal. Jahn Henebry, AFRes, AFA national president, and Barbara Lang, MGM star.



Some 125,000 spectators attended the model airplane contest conducted at Floyd Bennett Field, Bklyn, NY. The 436th Trp Carr Wg (R) sponsored the Air Force attractions including a T-33 cut-away engine, a C-46 cut-away engine, a 5,000,000 candle-power spotlight as well as free movies.

THE AIR

Reservist

SEPTEMBER 1957

AFA Convention
Encampment Roundup

4

8



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OPEN HOUSE



Cover: Capt Arthur Gutowski shows his family his C-47 navigation slot at Open House conducted by the 8500th ARSg at Hamilton AFB, Calif.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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CONTENTS

| | |
|----------------------------------|----|
| AFA Convention | 4 |
| Command Changes | 6 |
| Match-Merge | 7 |
| Mobility Makes the Mission | 8 |
| Mail Bag | 10 |
| Pentagrapghs | 15 |
| Pictures of the Month | 16 |

The Air Reservist is an official publication of the Directorate of Internal Information, Office of Information Services, Continental Air Command, approved by the Secretary of the Air Force as the medium for the AF Reserve, the Air National Guard, AF ROTC, Civil Air Patrol, and the Explorers, BSA.

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Implementation of AFRes Technician Plan Scheduled Soon; Tests Set for November

Planning for the implementation of the long awaited Air Reserve Technician Plan is fully underway.

Phase I, entitled "Planning, Indoctrination and Scheduling," is tentatively programmed for completion by early 1958. Based on this target date, actual employment of air reserve technicians will begin immediately thereafter. This is Phase II of the implementation and will result in the ultimate replacement of a majority of the officers and airmen presently assigned to positions in Air Reserve Flying Centers which directly support Air Reserve Flying Wings. While manpower and budgetary limita-

tions may affect the timetable for replacement action, it is presently scheduled for completion by the end of calendar year 1958.

Essential aspects of Phase I involve series of planning conferences, an indoctrination briefing for the personnel of each ARFW and ARFC, providing systematic and detailed publicity and information concerning the plan to each Air Force reservist and the general public, development of manning documents and standard operating procedures and finally, the development and announcement of competitive examinations.

The answer to any question concerning why employment cannot begin until January 1, 1958 is obvious in light of this list of "things to be accomplished" within the next few months. The importance of this plan to the reserve flying program warrants speed of implementation, tempered by thorough and complete planning and indoctrination.

As has been stated, selection of air reserve technicians will be generally accomplished through the use of competitive examinations. The exception to this general rule will be where an Air Force

see ART page 12

ConAC Selection Boards To Meet at Records Center

Preparations are now under way at the Air Reserve Records Center for the convening of ConAC Selection Boards, it was announced by Lt. Gen. William E. Hall, cmdr., ConAC. These boards will consider approximately 15,000 reserve officers for promotion. Only 2,000 of these officers will be considered for the second time. They are part of the 30,000 officers considered by last year's Selection Board.

Consideration for permanent promotion for reserve officers not on extended active duty will be as indicated in the table below:

| GRADE | PSD On Or Before | TYSD On Or Before | Month to Convene |
|----------------|---------------------|----------------------|---------------------|
| *Maj to Lt Col | 30 Jun 52 | 30 Jun 58 | Jan 1958 |
| *Capt to Maj | 30 Jun 52 | 30 Jun 45 | Feb 1958 |
| 1st Lt to Capt | 30 Jun 55 | 30 Jun 52 | Mar 1958 |

* Exclusive of nurses and medical specialists in the grade of captain or above and WAF in grade of major or above.

In addition, some who lack the full total service requirement will be considered. This is under the so-called "pusher" feature of ROPA. It means that Officer A, for example, has the required in-grade time for consideration to a higher grade but not enough total time. Officer B, however, has both the required in-grade and total time but is junior to Officer A in in-grade time. Therefore, Officer B forces (pushes) the consideration of Officer A.

There are no quotas involved in the
see ROPA page 12

6-Mth Non-Prior Service Enlistments Ban Lifted

The temporary suspension of enlistments in the Non-Prior-Service program, reported in the August issue of *The Air Reservist* has been lifted.

The deluge of applicants made the suspension necessary so that ConAC could determine how many spaces remained available for recruiting. The final tally showed that the bulk of the quota for the first half of FY58 was gobbled up by eager youngsters and only a handful of vacancies remained. The computations were completed by ConAC late in July and messages were sent to all air forces advising them to re-open recruiting for the remaining vacancies.

Schedules of school training for the second half of FY58 are now being worked up by Headquarters Technical Training Air Force. As soon as the schedules are turned over to ConAC, they will be distributed to the respective numbered air forces.

4AF troop carrier
objective scores . . .



On Target

discounting the sizable drainage of taxpayers' dollars. However, in compliance with the concept of "Operation Ready," ConAC Training Directive 120-1 requires each reserve troop carrier aircrew to participate and qualify in two live drop missions annually.

Stymied at first, the 4AF reservists finally resolved the problem by lining up locally available air intelligence units who agreed to supply the necessary paratroopers. It was a happy marriage since it provided the air units with C-46 type aircraft and crews to meet their own regular monthly jump requirements.

This initial drop by the 403d is the type of plan ConAC is fostering to remove the barriers of time, distance and expense from future reserve paratroop training on the West Coast.

The 403d's drop was a part of the training schedule for the wing, one of three reserve troop carrier wings of the 4AF.

The reserve pilots, co-pilots, navigators, radio operators and engineers gathered for an early morning brief-

ing by Capt. Thomas H. Pittner, an instructor pilot assigned to the Portland ARFC, as well as by officers from the Sixth Army, members of which were "borrowed" by the 403d for the paratroop. During the flight itself, all stations aboard the three C-46's were manned by reservists, under the watchful eyes of instructor personnel from the Center.

The three planes, with 11 paratroopers in all, came over the drop zone in sequence at approximately 1,500 feet altitude. The 'chutists, in sticks of two or three, dropped from the planes and headed earthward.

All landed in the immediate area of the target without incident, two of them so close that they were forced to scramble hastily out of the smoke flare area that marked the cloth target.

Pilots of the aircraft who successfully completed the drop mission, beside Capt. Randall, were Capt. Donald D. Sollenberger and Jean H. Hahn.

It all added up to another step toward "operations readiness."



Guard to Discuss Problems of AF vs. Budget Cuts at 79th General Conference Next Month

Problems of the Air Force in an age of tremendously expensive technological development that is running head-on into budget cuts will be aired next month at the 79th General Conference of the National Guard Association of the United States.

The granddaddy of all associations of part-time soldiers and airmen, the Guard group meets in Louisville, Ky., Oct. 7-10, inclusive. Participants will be upwards of 1,000 official delegates plus top-ranking military departmental representatives, governmental leaders, and Army and Air Force commanders, advisors, and others.

The occasion will mark fulfillment of

a wish expressed a half-century ago to a like conference, by Maj. Charles McK. Saltzman of the Signal Corps. He said then: "The Signal organizations of our National Guard throughout the country are known to include in their personnel many men of unusual technical and professional ability. It is hoped that this military problem of aeronautics will be taken up by them under financial aid by their states and that they will cooperate with the Signal Corps of the Army and with the private aero clubs of the country in advancing the science of aeronautics."

(By 1911, a month after he had landed an "aeroplane" on the deck of the cruiser

"Pennsylvania," Eugene Ely had signed up as a private in the Aeronautical Detachment of the 7th Company, Coast Artillery Corps, National Guard of California. By 1916—the year when one Nathan F. Twining was joining the Oregon National Guard as a private—the first National Guard Observation Squadron had been "recognized" officially by the Army.)

How well the rest of his wish has been borne out is attested by the present-day Air National Guard's execution of its around-the-clock runway alert mission; its operational readiness attained largely through the states' financial and other support and cooperation with the regular Air Force.

Air representation in the Association's affairs is strong. On its Executive Council are eight Air Guardsmen: Brig. Gen. Chester A. Charles, N.J., and Brig. Gen.

see ANG page 6

by Lt. Col. Franklin Hibel

AFA '57 Convention News Roundup

*Once more, the sun has shone upon
Our prideful airmen pioneers
Of fifty full and vibrant years;
Those golden years have come and gone . . .*

It was only fitting, too, that there would be countless golden hours in the Air Force Association's memorable salute to the U.S. Air Force's 50th anniversary.

Limited space precludes complete coverage of the convention's many stirring events, but certain singular and significant happenings demand attention. Pride and nostalgia linked arms during the Golden Anniversary celebration in Washington, D.C., at which a record AFA registration of 2,591 was marked.

In tribute to the "Early Birds," a small gallant group of pioneering airmen present, Gill Robb Wilson, AFA board chairman, encouraged the aging aerial trail-blazers to meet each year at the convention in "fraternity and intellectual integrity." It was a statement that could be broadened to the annual conference.

Past Heroes Feted

The anniversary jubilee brought together airmen of epic flights, aerial aces, and leaders of military and civilian aviation.

The August 1 Anniversary Luncheon, at which film actor Jimmy Stewart—an AFRes colonel—served as master of ceremonies, highlighted the "Air Force Portrait," a special presentation documenting the first fifty years of the Air Force. Following a dramatic AFA film of the Air Force's growth, men and women representing outstanding eras and events in Air Force history paraded across the stage amid thunderous applause.

Lahm . . . Milling . . . Rickenbacker . . . Chennault . . . Kenney . . . Spaatz . . . these were a few of the veteran airmen who formed the "Air Force Portrait." The climax was capped when Mrs. Hap Arnold, representing the wives, mothers, daughters, and sweethearts of Air Force men, pinned second lieutenant bars on the shoulders of Air Cadet Dennis R. LaFarlette, Monroe, La., the very latest man to win his wings. This followed the actual commissioning ceremonies by Gen. Thomas D. White, AF Chief of Staff.

Then Brig. Gen. Frank P. Lahm, the

U.S. Army's first airplane pilot, pinned 2d Lt. LaFarlette's wings on with an inspirational bit of advice to "have vision." Lahm, who set an endurance record with Orville Wright back in 1909, and LaFarlette spanned the historic cycle of military aviation.

Anniversary balls featuring the Asiatic-Pacific, European-African-Middle Eastern, and American Theaters, ran concurrently at three separate hotels.

The Golden Anniversary had its pre-convention kickoff, July 28, at Andrews AFB, where Maj. Peter P. Philippy, commander, 112th Fighter-Interceptor Group, Pittsburgh, Pa., finished first in an F-84F *Thunderstreak* with a speed of 648 mph to win the Earl T. Ricks Memorial Trophy Flight for ANG jet pilots.

The flight, covering 2,330 nautical miles, originated in Fresno, Calif., with refueling stops at Tucson, Dallas, and Atlanta.

Capt. Kenneth D. Chandler, of ADC's Central Air Defense Force, set a record in winning the Bendix Trophy Race by flying his F-102 *Delta Dagger* from Chicago in less than 55 minutes at an average speed of 679 mph. This distance covered was 619 miles. Capt. Chandler is a flight leader with the 11th Fighter-Interceptor Squadron, Duluth, Minn.

Presentation of the Bendix Trophy took place at the air show, while the Ricks Trophy was presented to Maj. Phillippy at AFA's annual Reserve Forces Award Dinner, July 30.

Commemorate Channel Crossing

An immense throng of 75,000 spectators witnessed the completion of the Ricks and Bendix competition, as well as getting a thrilling glimpse into the past, present and future of aviation.

A French Bleriot monoplane commemorated the first crossing of the English Channel, exactly 48 years ago to the day. Distance and flying time—from Maryland's Friendship Airport to Andrews AFB—were about the same as in Louis Bleriot's historic conquest of the channel.

An Allied Nieuport and German Fokker, WWI aircraft, exact replicas of the famous fighters flown by Capt. Eddie Rickenbacker and Baron Manfred von

AFA AWARDS

Airpower Awards

Arnold Trophy (Aviation's Man of the Year): Edward P. Curtis

Vandenberg Memorial Trophy (Air-Age Education): Gen. George C. Kenney

Science Trophy: Dr. Charles S. Draper

Schilling Memorial Trophy: Posthumously to Col. Patrick D. Fleming

Arts & Letters Trophy: Joseph A. Stewart Alsop

Citations of Honor

Perry Wolff, producer of *Airpower* (public entertainment and education)

Harvard University's Defense Studies Program (graduate school study of national defense)

Brig. Gen. Sam Maddux, Jr. (community relations)

M/Sgt. Robert F. Anderson: (community relations)

Kiwanis International: (contribution to airpower thru Air Age education)

Sister Mary Aquinas: (contributions to airpower thru Air Age education)

Joanne Alford: (contributions to airpower thru Air Age education)

Mackay Trophy

Capt. Iven C. Kincheloe, Jr. (altitude flight in rocket-powered Bell X-2)

Cheney Award

M/Sgt. Leonard J. Bachetti: (rescue of four airmen from blazing C-124)

Management Awards

Maj. Gen. William F. McKee, Mr. Gordon H. Tyler, Col. Joseph O. Fitzgerald, and Maj. Phillip G. Nickell, all from AMC

AFA's Man of Year

George D. Hardy, Hyattsville, Md.

AFA's Unit of Year

H. H. Arnold Sq., Long Island, N. Y.

Richthofen, Germany's "Red Knight," also thrilled the crowd.

The amazing X-13 *Vertijet* and F-105 *Thunderchief*, both on public display for the first time, provided viewers with a glimpse of tomorrow's Air Force.

An impressive array of missiles and other aircraft, along with the precision aerial maneuvers of the Thunderbirds in their F-100 *Super Sabres*, further spotlighted the tremendous air show at Andrews.

The Reserve Forces Seminar officially opened the symposiums in the week-long anniversary celebration. Moderator was Col. Charles W. Sweeney, commander, 102d Air Defense Wing, Massachusetts ANG.

Speakers included Lt. Gen. William E. Hall, ConAC commander; Maj. Gen.

see AFA page 11

Pictorial Highlights of Convention



Gen. Nathan Twining, new chairman of the joint chiefs of staff, cuts the first USAF Golden Anniversary cake of the AFA birthday jubilee.



Gen. Carl Spaatz, the first AF chief of staff, presents Maj. Peter P. Philippy with the award for winning the Ricks Memorial Trophy Flight.



M/Sgt. Jasper Blackman of Charleston, W. Va., receives plaque from AFA president, B/G John Henebry, AFRes, citing him the top ANG airman.



Gen. Thomas D. White, AF chief of staff, congratulates M/Sgt. Claude Geisler of Des Moines, Iowa, voted the year's outstanding AFRes airman. Award was made at Reserve Forces Banquet.



M/Sgt. V. Waguespack of Richmond, Va., AResC, top active duty CanAC airman, is greeted by Gen. Hall, CanAC cmdr.

Spectators crowd around the AF's X-17 research rocket, on display for first time, during air show at Andrews AFB.



NEW CHANGES IN 4AF, 14AF M/G Sory Smith, B/G John Persons Take Key Commands

Maj. Gen. Sory Smith has been named commander of ConAC's 4AF at Hamilton AFB, Calif., and Maj. Gen. John W. Persons, promoted to that rank last month, commander of the 14AF at Robins AFB, Ga.

Gen. Smith replaced Maj. Gen. Robert B. Landry who was assigned to USAF as



Gen. Smith



Gen. Persons

ass't deputy C/S Personnel. Gen. Persons succeeded Maj. Gen. George G. Finch, who retired.

Gen. Smith, a U.S. Military Academy graduate (class of '30) transferred to the Air Corps in 1931. During WWII, he served with the Ninth AF. He was overseas, in Africa, the Middle East, England and on the Continent from 1941 to 1947 when he returned to this country to attend the Air War College. In 1950, he was appointed Director of Public Relations of USAF. He was transferred to Hickam AFB, Hawaii, in 1954 to assume command of the Pacific Air Force. When FEAF was redesignated last year, Gen. Smith was appointed Commander of the Pacific Air Force, (FEAF) (Rear).

Gen. Persons, a native of Montgomery, Ala., served with the Royal Air Force in WWI. After some years in civilian life,

he was commissioned a second lieutenant in the Air Reserve in 1927. He was called to active duty the following year and received his Regular commission in 1929. After many varied assignments, Gen. Persons was assigned as flexible gunnery and liaison officer for the Far East Air Forces and later assumed command of Atsugi Army Air Field in Japan. Later he was named deputy commander of the Alaskan Air Command.

His last assignment was commander of the 5510th Cmbt Crew Tng Wg ATC, Randolph AFB, Texas.

301st ARSq Makes Second Dramatic Rescue at Sea

The 301st Air Rescue Squadron, Miami, Fla. — one of three AFRes rescue units — made its second dramatic rescue at sea within a period of a little over six months.

An SA-16 *Albatross*, piloted by Capt. Milton McCurry, saved the lives of two crew members of a tug which sank in a storm on Lake Okeechobee, last month. The men were spotted clinging to a piece of deck, awash in the heavy wind and waves, gasping for their lives.

The *Albatross* landed, dispatched a rubber life raft and brought the men to safety. In addition to Capt. McCurry, instructor pilot, were Maj. Charles C. Cover, student pilot being checked out, and S/Sgt. Joseph Luttfiring, engineer.

Late last January, two SA-16's from the 301st picked up three SAC fliers who had bailed out after two B-47's from Homestead AFB, Fla., had collided over the Caribbean.

Capt. McCurry was also pilot of an *Albatross* which rescued one of the SAC crew.

The 301st was activated July of last year.

sociation's Standing Committee on Air Affairs.

"Blue suit" members are liberally spotted through other committees: Legislation, Finance, Membership, Publication, Public Relations, Building, History, and Retired Officers.

Newest innovation in conduct of the Association's business is creation of a special Air Subcommittee to pass on all suggested resolutions dealing with Air Force or Air National Guard matters at the annual General Conference. Over and above the one regular member from every state, commonwealth, territory, and the

M/G BROWNE, 1AF, RETIRES M/G Ives, ConAC C/S, to Take Command on Oct. 1

Maj. Gen. John H. Ives, ConAC chief of staff, has been named to succeed M. Gen. Roger J. Browne as 1AF commander about Nov. 1, when Gen. Browne retires.

Gen. Ives, elevated to 2-star rank Aug. 1, is a command pilot with over



Gen. Ives



Gen. Browne

years' flying experience. He served chief of staff for the U.S. Air Force in the Pacific area during WWII. A native of Delphi, Ind., he graduated from the National War College in June 1944.

Assignments have included deputy secretary to the joint chiefs of staff, chief of staff at the Air University, and deputy director of military personnel, Hq USA. After serving in the office of the assistant secretary of defense for manpower, personnel, Gen. Ives began his current ConAC assignment June 21, 1956.

Gen. Browne retires Oct. 31 after 30 years of active military service. Born in Norfolk, Neb., he graduated from West Point in 1929. In 1942, he was assigned to the War Department general staff and in 1944, he served as chief of staff of the 9AFs XIX Tactical Air Command.

Gen. Browne has had assignments as deputy chief of staff, operations, Hq USAF; NATO in London; and D.S. ConAC vice commander.

District of Columbia, half of those entities appoint an Air Guardsman to serve on the Air Subcommittee. This year the "blue suit" members will come from Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, Oregon, and Rhode Island. States not represented on the Air Subcommittee this year will be represented at the 1958 General Conference in Atlantic City, N. J.

■ ANG from page 3

Lewis A. Curtis, N.Y., for the 1AF (their terms expire and successors will be chosen at Louisville); Brig. Gen. George Dodson, Ore., and Maj. Gen. Clarence A. Shoop, Calif., for the 4AF; Maj. Gen. Stanford W. Gregory, Col., and Brig. Gen. Allison Maxwell, Ind., for the 10AF; and Maj. Gen. George O. Finch, recently retired 14AF commander; and Brig. Gen. Howard F. Butler, Tenn., for 14AF.

These general officers, along with Brig. Gen. Charles W. Sweeney, Mass.; Brig. Gen. Royal Hatch, Jr., Ala., (ConAC deputy for ANG Affairs) and Col. Alma G. Winn, Utah, comprise the As-

Kansas City (Mo.) Air Reservists Salute

TOP BOOSTERS

A FORMER President of the United States, a TV news director, a United Press photographer, a well-known local television star, and an Air Reservist received certificates of appreciation for outstanding contributions to the AFRes program in Kansas City.

Harry S. Truman received the award in his office in the Federal Reserve Bank Building, Lt. Col. Frank Spink, Jr., commander of the 9146th ARGp, made the presentation in recognition of Mr. Truman's continuing support of the AF and for his specific contribution to the film, *Skywatch*, in which he made a public appeal to all Americans to support the Ground Observer Corps.

A master print of the documentary film, which appeared on local TV stations as a public service feature, will be presented to the Truman Library as an archival item at a later date.

The other Kansas Citians receiving similar citations were Randall Jessee, WDAF-TV news director; Sammie G. Feedback, United Press; Reverdy L. Mullins of KMBC-TV; and S/Sgt. James L. Downing, official photographer for the Kansas City AResC.

These awards were made at a dinner held after the annual commanders' conference of the 9146th, establishing a tradition which will be continued annually.

Maj. Joe Slattery, announcer for *Ozark Jubilee* — originating from Springfield, Mo., — served as toastmaster.

Mr. Feedback received his certificate for his work as cinematographer on *Skywatch*, produced under the guidance and support of the Central Air Defense Force at Richards-



Former President Harry S. Truman receives award from Lt. Col. Spink for his AF support.



A/1c Alice Whipple—able as well as attractive—handled art work for the festivities.

Gebaur AFB, Mo. Mr. Jessee and Mr. Mullins have long supported the KC Air Reserve program. Sgt. Downing, associated with a local construction company, has devoted many hours and creative effort to reserve projects without compensation.

The smooth-flowing operation of the 9146th's ISO section, under Maj. Dick Maloney, the group's information officer, made possible the success of the award presentation. Working with Maj. Maloney were Sgt. Downing and A/1c Alice Whipple, designer with an advertising agency.

Maximum press coverage of the event emphasized the excellent community relations fostered in the Kansas City area. Close tie-in with the local newspaper and TV-radio media by the KC AResC has gone far to make the public aware of the AF and its mission in this locality, as well as promoting AFRes activities.

Curtain Comes Down on Significant AFRes Match-Merge Program

Sept. 1, 1957 marked the completion of the Match-Merge Program and this article is the finale to a series of articles contained in earlier issues of the Air Reservist. Thus the curtain comes down on a phase of reserve history of vital significance to the Air Force Reserve and of utmost importance to individual reservists.

In the development of the program and its implementation, many of the anticipated difficulties failed to materialize. However, as is generally the case in programs as vast as Match-Merge, a few unexpected problems were encountered. Probably the most significant of these was the fact that of the 8 or 9,000 appli-

cations for assignment to major air command Part I positions expected from reservists, surplus within the Air Reserve Center program, only 2,500 were actually received as of the date this article was written. The exact cause for this apparent lack of interest has not been determined but the Air Reserve Centers have been asked to reemphasize the availability of Part I spaces and to urge eligible personnel to apply.

Because these applications failed to materialize as expected, reservists surplus at the end of Match-Merge exceeded original estimates.

Another problem encountered was an outgrowth of the effort made throughout

the Match-Merge program to provide alignments for the greatest number of participating reservists. In order to achieve that objective, the original space allocations were made with insufficient regard to distances involved. Fairly early in the program it was recognized that this action had an unfavorable after effect.

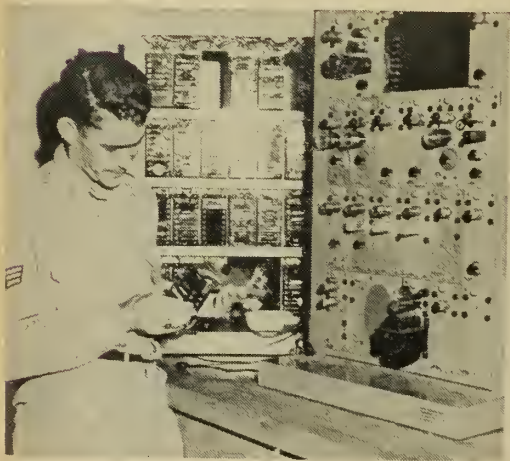
Reservists were assigned to units so far from their homes in some few cases that it was obviously impracticable to permit their travel to the unit of assignment for the annual short tour of active duty. The increased costs of transportation could not be ignored nor could reservists be permitted to spend half of the



The tower operations team is, l to r: Captain Jack G. Butler, A/1c Delhart Russell, S/Sgt. Joseph R. Masters, and A/1c William D. Flack.



Part of six-man radar control team shown operating the RAPCON at Mather AFB. These men can talk an airplane down in any kind of weather.



Here is A/1c Bob Taylor puzzling over a sale-roid (one of hundreds) which goes to make up the Philco Trainer, a very complicated gadget.

by Bud Nelson

MOBILITY long has been a key word in almost any type of military operation and surely this asset has reached very near its peak in the mobile units of the worldwide AACS (Airways and Air Communications Service).

The slogan for these units very well could be phrased as: "If an airplane can land on it, we can get there to direct the plane."

In the AF Reserve setup, a typical such organization is the 12th AACS Sq, Mobile (Reserve) which has its home at Mather AFB, just outside Sacramento, Calif., and commanded by Lt. Col. Hernon G. Myers, an officer with a great deal of experience in this highly intricate field in both active duty and reserve categories.

"As a matter of fact," Col. Myers said, during his unit's two weeks' active

tic as possible.

"We still have on order some of the equipment we would need to make us completely autonomous," said Maj. Naseeb M. Malouf, squadron executive officer, "but we do have most of the essentials and, with the help of the regular AF unit at Mather, which was most cooperative, we had an extremely successful active duty tour."

Continuing on the theme of the 12th's "reason for being," control of aircraft both in the air and on the ground, or landings and takeoffs, in ceiling unlimited and ceiling zero, is the primary function of the unit. All other communication facilities utilized by it are secondary and only complement its mission.

Its mobility—as contrasted to fixed AACS units at established bases—lies in the fact that all of its aforementioned intricate equipment (has anyone ever

The 12th AACS(R) believes that . . .

MOBILITY MAKES THE MISSION

duty tour, also at Mather, last month, "we have been doubly blessed. Not only are we fortunate in having WWII and Korea veterans manning most of our key slots, but the squadron as a whole rates far above the norm in educational standards. I do believe we could almost start our own college."

Such a statement comes as no particular surprise to anyone cognizant of even the rudiments of the almost inconceivably complicated instruments with which these communication officers and airmen must work. In truth, the very nomenclature of the unit's equipment sounds—at least to the uninitiated—like items lifted from the latest issue of a science-fiction magazine.

But attempting to translate the unique phraseology of a control operator is not the purpose of this report. Of much greater interest is the unit's reason for being, its capabilities, and its state of readiness should it be called to active duty.

In very prosaic words, the mobile AACS reserve units were formed "to meet the Air Force's tactical requirements in the establishment of new air bases in the far flung outposts of today's air world." Of course, the "far flung outposts" were simulated during the 12th's fortnight active tour, but even at Mather and nearby Chico Municipal Airport, this simulation was made as realis-

counted the myriad of nuts, screws, bolts and solenoids, or the literally miles of wire which makes up radar or ground controlled approach systems?) can be crated and transported by a cargo type aircraft.

"To give a graphic example," explained Col. Myers, "suppose a thermonuclear device devastated San Francisco? It would be essential that both tactical and rescue planes land as close to the scene as possible. Such make-shift landing fields may be on almost any type of terrain, or even, perhaps, a highway. Well, sir, when the emergency strip has been designated, in we would go. Within eight hours after touchdown of the plane bearing our equipment, we would be completely operational. That takes perfect teamwork, with every man thoroughly knowing the job assigned him."

Speaking of mobility, one of the more intriguing and ingenious devices connected with the 12th's equipment is the fact that while normally it is mounted on wheels (modified 6-BY's) the entire system, merely by loosening a few bolts, can be lifted from the chassis of the truck and deposited in a cargo plane in a matter of minutes. The wheels can follow later.

For training purposes, the unit has a truly remarkable "gadget." It is a Philco trainer, a panel which duplicates all the

see **MOBILITY** page 13

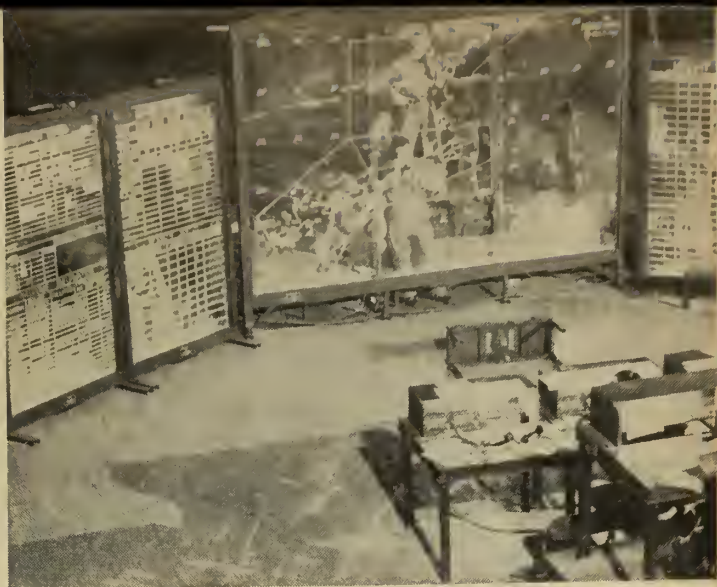


S/Sgt. Ted Walda does preventive maintenance on comm system as S/Sgt. H. Sprinker watches.

THIS brief picture story shows the 106th Tactical Control Sq. of the New York ANG during its two weeks' tour of active duty at Otis AFB, Massachusetts. Such a unit is, in fact, a sort of complementary organization to the AACS (see left-hand page) although their functions do not overlap.

The unit's radio and radar equipment, though, is fully as intricate and complicated as that used by the AACS and these men, too, must be thorough specialists to perform their assigned duties.

Training with the 106th this past summer were other units of the 152d Tactical Control Gp (NYANG) including the 117th Aircraft Control & Warning Flight, Georgia ANG.



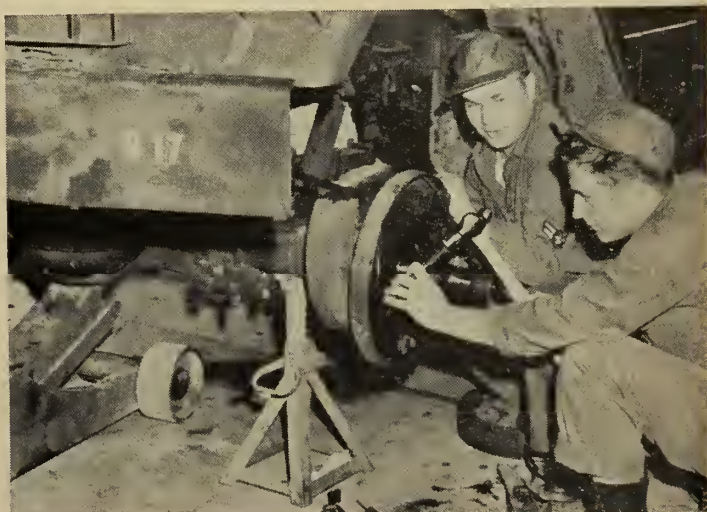
Inside Aircraft Control Center, platters post trucks received from other centers and units.



Time for chow! Here the unit's cooks prepare chickens for evening meal. Oh, lucky airmen!



Lt. Arnold Singleton, controller, scrambles interceptors at the request of C & R Center.



A/1c Bernard Szygiel works in squadron motor pool with an assist from A/2c John Wiercioch.



MAIL BAG

Dear Editor:

My occupation requires that I spend indefinite periods of time away from my home; as a result, I am having difficulty receiving correspondence concerning my reserve activities. Should I notify ARRC each time I move, even though my permanent address remains unchanged? What is the proper procedure to follow in submitting a change?

JSR

San Diego, Calif.

A reservist will notify his unit of assignment when he establishes a temporary address for more than 30 days. Reservists assigned to IRS, NARS, or ISLRS will notify ARRC. Changes of address are submitted on AF Form 512, *Air Force Reserve Change of Address* however, if no form is available, notification may be made by letter.

Dear Editor:

How many points may be awarded for the preparation of instruction to be presented at unit training sessions?

LM

New York, N. Y.

AFReg 45-15, 10 July 1957, stated that one (1) point credit will be awarded for the preparation of instruction, but not to exceed two points for preparation of any one instruction period. Thus, the award of point credits is based primarily upon the amount of time spent in the preparation. Further, if the same material is presented more than once, additional points will not be credited for subsequent preparation.

Dear Editor:

Read June-July issue from stem to stern—very informative. I chuckled when I came to Cross Country Report item, "Husband-Wife Team in Reserves." Here's why: every third weekend of the month, my husband, S/Sgt. C. D. Huizing, 452d TCW, Long Beach, Calif., gets

up at 0600, has breakfast, dons his AF uniform, takes the necessary luggage and is off for Long Beach. About three-quarters of an hour later—after doing necessary household chores—put out the cat, don my uniform Navy blues (or working grey, depending on where I'm going), take my luggage and am off to drill with my division—the Naval Reserve Construction Battalion Division in Los Angeles. At times, this gets a bit confusing—like "who's on first?" My husband lets me read *The Air Reservist* and I reciprocate by letting him have *The Naval Reservist*.

Bea Huizing, PNA2, USNR-R
NRCB, Los Angeles, Calif.

It will be even more confusing if the Huizing heir decides to join the Army Reserve.

Dear Editor:

I was an airman second class in the AFRes with 2 years, 4 months AD and 3 years of reserve service. My reserve enlistment expired and I attempted to reenlist. I had never taken the Airman's Qualifying Exam and was told I should prior to reenlisting. I obtained the following converted scores: Tech Specialty, 3; Mechanical, 2; Clerical, 4; Electronics, 2. Why was I not eligible for reenlistment?

HJK

Chicago, Ill.

A recent change to the regulations governing enlistment and reenlistment in the AF requires that all applicants undergo mental testing and obtain qualifying scores prior to being enlisted. Applicants with prior service must achieve a score of 4 or higher on Tech Specialty, plus a score of 4 or higher on either the Clerical or Mechanical Aptitude Index. However, if this test was taken previously and such qualifying scores are recorded in your prior military record, re-examining prior to enlistment would not be required.

BOOK REVIEW

THE AIRMAN'S WORLD by Gill Robb Wilson (Random House)

Sheer love of flight dominates this beautiful book of blank verse and rhyme by one of America's aviation pioneers. Airpower advocate, editor, publisher, former AFA president, war correspondent and aviation columnist, Gill Robb Wilson has devoted his life to the subject he writes about in magical meter—*The Airman's World*. An exhilarating book for all airmen. The thirty-two poems are graphically illustrated by some of the most breathless aerial photographs ever seen. Typical of Wilson's wordage: *The cockpit is the cradle of the future and who rocks there now will inherit the horizons of tomorrow.*

GUIDED WEAPONS by Eric Burgess (Macmillan)

The author, a well-known lecturer and expert on rockets and interplanetary flight (he has also written *Rocket Propulsion* and *Frontier to Space*), covers the entire field of missiles according to their uses—ground-to-air, air-launched, and ground-to-ground. Burgess shows how guided weapons have been developed, tracing their history from Germany's use of them against allied shipping in WWII. Separate chapters cover such technical features as the guidance system, power plant, propellant, and lethal effectiveness. A most authoritative source reference for all airmen desiring to be briefed about tactical missiles.

RETIREMENT FROM THE ARMED FORCES (Mil Serv Pub Co)

A wealth of practical information is contained in this invaluable book. The source material was procured from hundreds of retired officers who relay countless constructive comments and words of advice on many subjects of interest to those looking toward retirement. Reference to the book on such vital matters as readjustment; where to live; acquiring a home; getting a job; savings and investments; protection for dependents; VA benefits; social security; and the like, will make the military reader think twice and possibly avoid innumerable pitfalls along (what a good deal of the contributors believe is) the rocky road of retirement.

Winston P. Wilson, deputy chief, NGB; Brig. Gen. Hewitt T. Wheless, chief of war plans, DCS/O, USAF; Col. Daniel D. Brier, commander, 9072d AResGp, N.J.; Col. Ramsay D. Potts, Jr., commander, 459th Troop Carrier Wing, Washington, D.C.; and Col. James Trail, chief of staff for Air, Idaho ANG.

Gen. Hall disclosed Air Force plans for a broader use of the reserve troop carrier wings in actual transport missions rather than training flights.

"Both Gen. Twining and Gen. White have heavily underscored the necessity for making our Reserve Forces combat capable by the earliest practicable date," Gen. Hall told conferees.

The ConAC commander, in speaking of the new Air Reserve Technician Plan, stated that ConAC is determined to implement it with the utmost speed and effectiveness. "I am confident," he said, "that the result will be greater stability and greater combat potential all along the line."

Plan to Double Wings

Gen. Wilson outlined plans to reorganize the Air Guard, including doubling the number of its air defense wings from its present total of eight. Additional interceptor units will come from conversion of bomber units, he said.

The ANG chief indicated that Air Guardsmen can operate the BOMARC interceptor missile. "It is premature to make any definite statement on that project," he remarked, "but I will say that early findings indicate the employment of this weapon appears to be well within our capability."

In discussing the mobilization employment of the Reserve Forces, Gen. Wheless emphasized the importance of the Ready Reserve. "We do count on the Ready Reserve to be precisely what its name implies," he stated. "It is on the basis of this thinking that in the event of national emergency, major commanders have been given authority to order designated individuals and units to active duty."

The Reserve Force Awards Banquet, at which the Honorable David S. Smith, assistant secretary of the Air Force (Manpower, Personnel & Reserve Forces), was speaker, saw presentation of awards by John P. Henebry, Brig. Gen., AFRes, AFA president, and Gen. Carl A. Spaatz, AFA national director.

Mr. Smith spoke about the recent survey of Air Force functions to determine how to increase augmentation of active

Notable Convention Quotes

"The problem of expenditures, selection of weapons, and the introduction of missiles all affect our Reserve Forces, although to some extent reduction in force level of the active Air Force has the effect of making modern equipment available to the Guard and the Reserve earlier than would otherwise have been possible."

—SecAF James H. Douglas.

"We must tighten the reserve program to provide better support for fewer wings instead of lesser support for a greater number of wings."—C/S USAF Gen. Thomas D. White.

"We have proposed a number of amendments to ROPA, as an outgrowth of a comprehensive study made a few months back. They will give Reserve and Guard Forces promotion and assignment flexibility—necessary incentives for participation in Ready Units."—Asst SecAF David S. Smith.

"It is a pleasure to report that the Reserve Forces are showing a steady rise in capability in almost all aspects. We are nearing our objectives in assignment of personnel, in participation, and retention."—ConAC commander Lt. Gen. William E. Hall.

"We already have reached the position where our unit commanders can be selective. New enlistees in the Air Guard will have to have the capability of fulfilling highly technical assignments or, at the very least, the capability of attaining that capability with a minimum loss of time."

—ANG chief Maj. Gen. Winston P. Wilson.

"Either we control the skies above us or join the worms below us."—Gen. Carl A. Spaatz, first AF C/S.

duty forces by Air Reserve units.

"Generally, it was recommended that your units participate in the BOMARC mission," he said, "assist in accomplishing certain normal and nuclear logistic functions, and continue to perform the alert identification fighter function in those geographic areas where ADC needs such assistance."

Mr. Smith included in these responsibilities the augmentation of the regular AF in handling troop carrier and airlift functions through operation "Swift Lift;" aid as needed in air rescue work; augment the AF in accomplishing fighter-bomber and tactical reconnaissance; and, near your home bases, assist in carrying out tactical control, radio relay, communications construction, and communications maintenance."

J. B. Montgomery (Brig. Gen., AFRes), a General Electric executive, Cincinnati, Ohio, served as toastmaster for the banquet.

As reported in the August *Air Reservist*, awards went to the 188th Fighter-Interceptor Squadron, Albuquerque, N.M., and the 452d Troop Carrier Wing, Long Beach, Calif., respectively, as the most outstanding ANG and AFRes units in the country. M/Sgt. Jasper F. Blackman, W. Va. ANG, and M/Sgt. Claude S. Geisler, Des Moines, Iowa, were chosen the nation's most outstanding Air Guardsmen and Air Reservist.

Gen. Thomas D. White, USAF chief of staff, was the key speaker for the Airpower Symposium Luncheon, Aug. 2, with Gill Robb Wilson serving as toastmaster.

The Airpower Awards Banquet featured the Honorable James H. Douglas, AF secretary, as principal speaker, and Milton Caniff, famed cartoonist of *Steve Canyon*, as toastmaster.

Other events during the week included an Airpower Symposium; Industrial Briefings; Airpower Panorama; Golden Anniversary Memorial Service; USAF Commemorative Stamp Ceremony; Ladies' Air-Age Luncheon; Airpower Branch; and AFA business sessions.

Peter J. Schenk of Santa Barbara, Calif., succeeds John P. Henebry as president of the AFA. An AFRes lieutenant colonel, he has served in key positions on many research and development projects.

The site of the 1958 convention will be Dallas, Tex., Sept. 22-28.

ECI Activates Six-Volume Information Services Course

An ECI course entitled Information Services Officer (Course 7200) was recently activated by the Extension Course Institute, USAF.

A 6-volume course carrying an estimated 129 hours and 43 points, Course 7200 covers the organization, mission, concepts, and doctrines of the AF information program; communication techniques; the internal information program; public information; community relations; protocol and administration; and the historical program.

In addition to meeting general eligibility requirements outlined in the ECI Catalog, the student must be a high school graduate or possess a GED equivalent.

Taking the course will help the reservist attain AFSC 7221.

■ ART from page 2

reservist or potential reservist is currently a civilian employee of the Air Force or other Government agency. Such employees may be selected non-competitively to fill air reserve technician positions provided they meet the established qualification requirements.

Regardless of the method used to fill these positions, applicants must be members of or be eligible for and willing to accept and maintain active membership in the reserve wing for which they will be employed.

Other than this specific requirement, the qualification standard for each position will include the minimum experience and training requirements essential to perform the duties of the position involved. This, of course, would include the specific flying training and experience necessary for positions such as Director of Operations, Instructor Pilot and other rated officer and airman positions.

The Air Reserve Technician system will be operated and administered under normal Civil Service and Air Force rules, regulations and policies. Individuals occupying air reserve technician positions will attain career (permanent) status the same as other regular Air Force civilian employees and will receive pay and retirement benefits under both the Civil Service and Air Force reserve systems.

Will Hold Comparable Grade

Each technician will be identified with a comparable position in the reserve wing and accordingly will hold or be granted a grade or rank in the Air Force Reserve which is comparable to the air reserve technician position to which he/she is initially assigned. In essence, the plan will result in the establishment of an attractive career system for Air Force reservists.

The announcement of examinations is expected to begin early in November, 1957. An examination will normally be announced for each category of positions to be represented in the Air Reserve Technician complement. The range of positions involved will be that typically represented in a flying organization. The number and category of positions is limited only by that required in the permanent party force to support the reserve wing being trained at the specific location. For that reason, the reserve wing training at a typical non-tenant location will have a larger Air Reserve Technician complement than a wing training at a tenant location.

Planning provides that each Air Force reservist will receive notification concerning the detailed aspects of this program to include the effect it will have on reserve wings and personnel assigned thereto, as well as how, when and where to file applications for air reserve technician positions. This will be explained in a future issue of *The Air Reservist*, or some comparable means through the facilities of the Air Reserve Records Center. Pending this notification, there is no action which should be taken with regard to submitting applications for these positions.

Initial information concerning the Air Reserve Technician Plan was contained in an article beginning on page 2 of the August 1957 issue of *The Air Reservist*.

■ ROPA from page 2

above promotion criteria. As expected, all officers will be considered on the "fully qualified" basis.

As part of the goal to standardize Air Force Reserve Selection Boards within specific periods of each year, the FY58 cycle will convene in the third quarter of the year — January, LTCOL board; February, MAJ board and March, CAPT board.

General Hall noted the necessity of convening Selection Boards during a specific period or month within each cycle and declared: "This is a step in the right direction — it will permit each Reserve officer to anticipate when he will be considered for promotion and he can apply his efforts accordingly."

Instructions on the submission of special reserve officer training and performance report on once deferred officers will be announced at a later date. Generally, deferred officers assigned to a unit or mobilization assignment position, and deferred officers assigned to NARS but attached to a reserve unit, have special reports submitted on them to insure the latest available data is in the hands of the boards.

As part of the standardization program, plans to convene a selection board to consider eligible lieutenant colonels for promotion to colonel was included in General Hall's announcement. Scheduled to convene in late April, the board will consider all lieutenant colonels, including those on extended active duty, with a promotion service date on or before 30 June 1949. Approximately 5,000 officers will be eligible, ConAC officials stated.

In effect all lieutenant colonels who have nine years in grade on or before 30 June 1958 will be considered. This is in line with the plan for promotion to the grade of colonel announced by Headquarters USAF last year. Under this plan eligible lieutenant colonels who had 10, 10, 9, 7 or 5 years in grade during the Fiscal Year 1957 through 1960 would become eligible for consideration for promotion at least once before subject to mandatory elimination under the Reserve Officer Personnel Act. It is expected a new plan will be developed prior to 1 July 1960 when the majority of the 7,900 majors who were promoted to lieutenant colonel on 1 July 1955 become eligible for consideration for promotion to colonel under the Reserve Officer Personnel Act.

Consideration for selection to the grade of colonel will be on the tough "best qualified" basis. The exact number to be selected will be determined just prior to the actual convening of the board. Last year 208 lieutenant colonels were promoted to colonel.

Promotion of second lieutenants to first lieutenant will continue on a quarterly basis as outlined in AFR 36-11. The most recent ConAC Review Board recommended 748 for promotion and 21 for elimination, whose promotion service dates were 31 March 1955 or earlier.

Letters Are Encouraged

Section 203(e) of the Reserve Officer Personnel Act authorizes that:

"Any officer eligible for consideration for promotion by any selection board shall have the right to forward through official channels a written communication inviting attention to any matter of record in the Armed Forces concerning himself which he deems important to his consideration which must arrive at a time not later than the convening of the selection board. The communication may not criticize or reflect upon the character, conduct, or motive of any officer."

All eligible officers are encouraged to submit supporting letters addressed to: President, Air Force Reserve Selection Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

ConAC officials emphasize the importance of letters arriving at least 30 days prior to the month the board is scheduled to convene.

Defense and Labor Departments Have Joint Job Protection Program for ANG and Reserves

The Departments of Defense and Labor have jointly initiated a program of job protection for Air Reservists and Air National Guardsmen who leave their jobs to participate in active duty training. Congress has enacted legislation to insure this job protection. Although the laws exist, neither the reservist nor the employer have in the past fully understood, or are aware of, the laws which govern reemployment rights for reservists and guardsmen.

The American Legion recognized that insufficient knowledge concerning job protection was available to reservists going on active duty, and in 1956 a resolution was submitted to the Departments of Defense and Labor, which called for action to insure that reservists receive general information about the reemployment program and are given an opportunity to request more specific information on the subject if they so desire.

Wider Dissemination

As a result, a joint Defense-Labor committee worked out a plan for wider dissemination of existing laws among reservists and employers to make certain that greater job protection resulted for those men going on active duty training.

What is the program and how does the Department of Defense propose to implement it? It consists of a briefing talk, the completion of a referral form by the individual, and frequent contacts of the military districts and adjutants general by the regional or area representative of the Bureau of Veterans' Reemployment Rights of the Department of Labor.

To be more specific, the commander of a reserve unit should give reservists going on active duty a briefing on their reemployment rights. The Defense-Labor Committee points out that Congress has provided job protection, and that the Department of Labor (through the Bureau of Veterans' Reemployment Rights) is responsible for furnishing information and assistance to reservists about the rights they have and the methods that may be used to exercise these prerogatives.

Reservists must meet certain conditions in order to facilitate reinstatement in a position temporarily vacated for active duty. First, the trainee should notify his employer as soon as orders are received for training, giving the employer ample time to arrange for a substitute employee. This is not a legal requirement, but it will avoid misunderstandings that could impair the employee-employer relationship.

Employer Should Be Notified

The employer should also be informed about a reservist's scheduled weekly and weekend drills, particularly if they should interfere with civilian work schedules. If a reservist has a choice of dates in which to take annual training, the period selected should be mutually convenient to the employer. Although the employer is required by law to give the reservist a leave of absence for military training whenever called upon, it should be understood that the reserve training program is one in which both participate in the interest of national defense.

Secondly, the most important condition the reservist must meet for entitlement to reinstatement is application to his employer within 30 days after being released from active duty. This application may be made any time within the 30-day period after release from AD, but preferably as soon after being released as possible.

The law provides that the reservist be reinstated in his position without reduction in seniority, status or pay, unless reduction is made in all employees similarly situated—or unless the employer's circumstances have changed so as to make it impossible or unreasonable to reemploy the reservist.

The referral form, obtainable from any regional office of the Bureau of Veterans' Reemployment Rights, should be distributed by the commander to individual reservists going on AD.

The following is emphasized—the reservist must apply for reinstatement in person (or by writing) within 30 days after release from active duty.



B/G W. R. Agee presents trophy to CAP Capt. D. F. Kaiani, III, of Hawaii's drill team which won CAP national crown at Rockefeller Center.

MOBILITY from page 8

awesome wiring systems, complete with condensers, solenoids, switches, tubes, and a multitude of other items far beyond the ken of those "without the veil." Working with a student, the instructor, at will, can insert one or more defective parts in any of the instrument's component mechanisms, and then lean back and watch and time the trainee as he frantically seeks to locate the trouble.

"We have another advantage in our unit," continued Maj. Malouf, "in that four of our officers are pilots. Not only can they consider a problem from the flyers' as well as the control operators' viewpoint but, should the necessity arise, they can be utilized to fly our own equipment."

It must also be mentioned that a number of the 12th's assigned personnel are radio hams by hobby (a postman taking a walk on his day off?) and the unit's radio mobile unit is equipped to operate on the MARS (Military Affiliate Radio System) networks. Such communication, as can readily be imagined, would be invaluable were there an all-out attack on this country.

"All in all," concluded Col. Myers, "I was very pleased with our accomplishments during our active tour, and very proud of the way in which all our officers and airmen contributed to make that tour so successful. We still need additional equipment and I'll be frank to admit, we still have some 'bugs' to iron out. I will say this: the equipment will arrive in the very near future—that I hope; the 'bugs' will disappear in the nearer future—that I know!"

Watching this unit in action, one can't help but feel that the colonel was fully justified in his conviction.



■ MATCH-MERGE from page 7

15 day tour in a travel status. To solve this problem an answer had to be found that would reduce the travel distance but not operate to the disadvantage of individuals. While a solution was being sought, an interim policy was established requiring reservists subject to excessive travel to be sent to the closest air force base for their annual short tour instead of to the unit of assignment. Concurrently, with the establishment of this interim policy, a complete study of the original allocations of spaces was instituted. It was found that, by substituting Part III spaces for Part II spaces in these cases, costs and travel time could be reduced without adversely affecting the position manning status. Action to accomplish this is now in progress.

A major modification occurring during the Match-Merge process was the withdrawal of the USAF Security Service spaces from ConAC control. This was done in preparation for conversion of these spaces to Part I requirements for the USAF Security Service. The highly sensitive nature of assignments to the Security Service made this action mandatory. However, these spaces are available to eligible and interested reservists who may direct their applications through their unit of assignment to the USAF Security Service, San Antonio, Texas.

Program Highly Successful

In spite of these and the other small problems that were encountered, the Match-Merge program can be considered highly successful. Well over 70% of the reservists who occupied Part I positions or paid assignments within the Air Reserve Center program were aligned to WPR 58/59 spaces. The non-aligned officers were mostly those with skills in the Combat and Operations, Personnel, and Administrative Fields. The Combat and Operations Field surplus was a result of the withdrawal from voluntary manning action of the bulk of the AFSCs contained therein due to the inability to provide flying training within the Air Reserve Center program. In the Personnel and Administrative specialties the relatively large resource in these skill areas as compared to the authorized spaces made a surplus inevitable. On the other hand, airmen fared very well. The on-board inventory was very small in relation to requirements. As a result, nearly every airman who held pay status prior to Match-Merge was aligned.

Heir Reservists



Now, why don't I rate a match-merge slot?

What has happened to the reservists who were in a paid training category who couldn't be aligned with a mobilization position, or who perhaps could have been aligned with a Part I slot but didn't apply? As was stated repeatedly, no one was forced out of the Air Force Reserve as a direct result of non-alignment. They have been transferred to non-pay standby training categories (E or F) where ample point gaining training opportunities exist. Many will eventually return to pay status positions as attrition takes its toll from those presently occupying them. Others will continue to "stand by in the Standby" to be available if and when needed.

Lest the reader is misled, the end of the chapter on Match-Merge is not the end of the story. Approximately 4,000 vacancies remain within the Part I requirements of major air commands. Vacancy listings identifying the specific grade and AFSC and the unit and station of assignment for these vacancies will be furnished periodically to the ConAC numbered Air Reserve Centers for recruiting purposes. Personnel desiring such assignments need only submit their application, AF Form 1288, in duplicate to the unit with which assignment is desired.

Major commands now have complete selection authority in manning their Part I spaces as provided in AFR 45-3. Applications may also be made for any Part I position instead of for a specific unit. These applications should be forwarded to the Air Reserve Records Center for referral to a unit having an appropriate vacancy.

Information about Parts II and III va-

cancies may be obtained by visiting the nearest Air Reserve Center. At this time, vacancies exist in the following career fields: Intelligence, Weather, Communications and Electronics, Armament Transportation, Supply, Production and Procurement, Security, Investigation and Law Enforcement, Chaplain, Special Investigations and Medical Services.

The area of greatest concern insofar as shortages are involved is the Medical Services Career Field. In that field over 6,000 officer vacancies exist with only a token percentage of the spaces actually filled. This problem is not a new one but has grown in scope as a result of the increased spaces for the Medical Service contained in WPR 58/59.

As a further step toward meeting stated manning objectives, Air Reserve Centers were advised to screen rated personnel who were denied assignments because training in aeronautical skills could not be provided. This was for the purpose of identifying those who might qualify for assignment to the Intelligence Career Field or the aircraft Controller specialties in which a relatively large number of vacancies exist. The objective is the manning of certain positions for which no resource was available. It serves a two-fold purpose of improving the manning picture and providing opportunities for personnel with somewhat limited chance for alignment.

Changes to Be Minor

For the future, expect no more mass match-merge. Requirements for mobilization assignees will be reviewed once a year by all major air commands and additions or deletions will be made as necessary. The overall changes resulting are expected to be minor in nature. Therefore, the objective of developing a reasonably stable program within the Air Reserve Centers will have been attained, annual refinements notwithstanding.

With the close of Match-Merge each member of the Air Force Reserve can look with pride to his share in the Defense Planning. In addition he can be firm in his knowledge that should an emergency arise, plans contemplate the utilization of his skills promptly and effectively. Further, every American taxpayer will know that the Air Force is using its allotted funds, as directed by Congress in the Reserve Forces Act of 1955, for the training of Ready Reservists who can swing into action without delay or confusion should the necessity arise.

Pentagraphs

A Benefit Claims: Dissatisfaction in Congress with a number of claims decisions made by the Veterans Administration may ultimately result in the Federal courts being given the final authority to settle benefit claims on appeal. At the present time, VA decisions are final and cannot be appealed to the courts. Some decisions rendered by the VA's Board of Veterans Appeals have been severely criticized as violating laws enacted by Congress for the benefit of veterans. Judiciary review, if established, would give veterans additional recourse for the settlement of benefit claims.

☆☆☆

Re-equipment of ANG: Replacement of obsolete fighter aircraft with jet F-84F's released by the USAF for the ANG is continuing according to schedule. The planned transition will be carried out during the 1st, 2d, and 3d quarters of FY58. Squadrons being equipped are the 110th, 119th, 128th and 158th. Those squadrons due to begin conversion are the 12th, 117th, 141st, 152d, 162d, 164th, 166th, 169th, 174th, and 180th. It is anticipated that this modernization program will be followed by training for a limited number of personnel in each affected squadron. Training will consist of a two-week, 10-hour transition course in the F-84F for approximately three supervisory personnel and a 2-week F-84F OJT program for approximately five maintenance personnel. This plan for training support was approved by Hqs USAF, and AFMTC was directed to implement the program at Luke AFB, Ariz. In addition, all ANG fighter activities have been authorized to accomplish jet engine field maintenance (JEFM) on their assigned mission aircraft. This authorization allows the unit to accomplish minor overhaul maintenance on its aircraft engines without shipping the engine to the overhaul depot.

☆☆☆

NSLI Inquiries: When correspondence is directed to the Veterans Administration concerning GI insurance or benefit claims, the number of the policy, or claim number should be included in the letter. The 30 million names in the VA files are duplicated many times over. Therefore, an identification number helps immensely in eliminating costly and time-consuming efforts to track down "mystery mail" which makes up 10 percent of all letters received by the agency. Prompt replies to all inquiries will be made if proper identification is included in the correspondence.

☆☆☆

Reserve Forces Promotion Reg: AFR 45-59: *Promotion of AFRes Airmen*, dated July 24, 1957, supersedes AFR 39-58, Nov. 6, 1953, and change 39-58A of June 3, 1955. The revised regulation prescribes the procedure for the promotion of AFRes airmen who are not serving on extended active duty.

Notification of Change of Address: AFR 45-12, paragraph 3c(2), *Air Force Reserve Change of Address (AF Form 512)*, dated 19 Jan. 1956, requires that an Air Reservist not on extended active duty report his address in person or by letter to the U.S. Air Attache in each country where he is visiting or residing for 90 days or more. Inspection reports reveal that some reservists are not complying with this requirement of the regulation. Reservists who are residing or traveling in foreign countries where they will be located for a period of 90 days or more are reminded of their responsibility for complying with this AF directive.

☆☆☆

TV Pickup: Interested reservists may view several live television pickups which the AF will sponsor from Edwards AFB, Muroc, Calif., and Wright-Patterson AFB Aeromedical Lab, Dayton, Ohio, on the opening NBC Wide World show on Sept 15.



Bell GAM-63 Rascal: Designed and developed by the Bell Aircraft Corporation, under the cognizance of the Air Research and Development Command, the rocket powered air-to-surface guided missile has been successfully flight tested recently at Holloman Air Development Center, N.M. SAC will activate this year the first squadron for operational use of the projectile so that peak efficiency in its use may be reached as soon as possible. It is expected that all launchings of the Rascal after October will be made from B-47 bombers flown by SAC crews for training purposes. When ejected, the missile flies toward the target at supersonic speeds while the launching aircraft is returned to its base. In order to speed up proficiency in launching the missile from the B-47's, it is expected that SAC personnel will rely heavily at the outset on Bell-developed flight simulators and other training aids. The missile can be released miles from the target without exposing the bomber and its crew to local defenses.

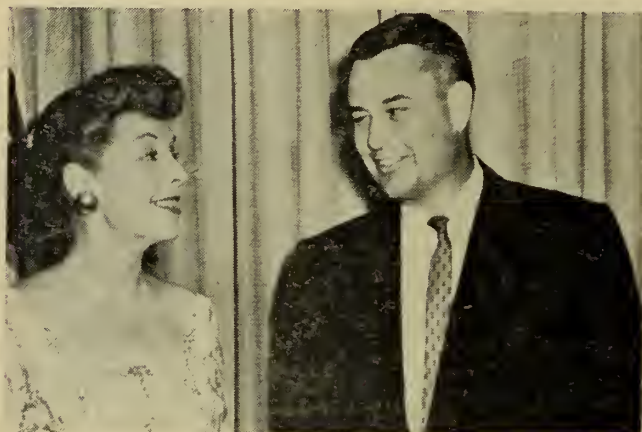
☆☆☆

AF Historical Foundation: Invitations are extended to Air Reservists to become active members of the Foundation, a non-profit, independent, and non-governmental corporation. Editors of the publication invite articles of 3,000 words dealing with a human interest or historical aspect of AF activity. Articles or applications for membership should be forwarded to Director, AF Historical Foundation, Bldg 830, Maxwell AFB, Ala. The foundation is maintained entirely by individual membership (\$3 per year), each of which is entitled to four issues of *The Air Power Historian*.

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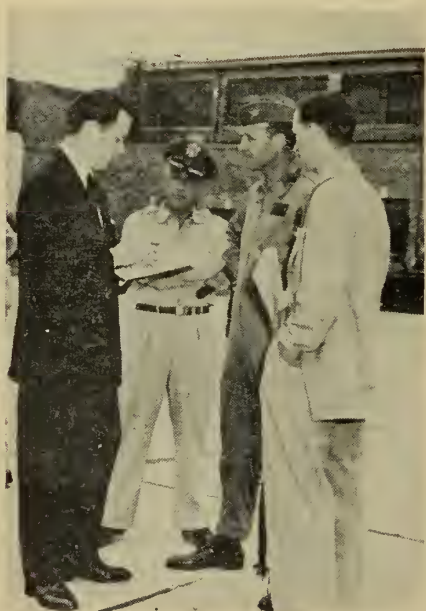
pictures of the month



Mrs. Bea Johnson, director of women's affairs for Kansas City's (Mo.) TV station KMBC-TV, addressed members of the 9718th ARSq. concerning her talk with Nikita Khrushchev, premier of the USSR. The interview of the Soviet Communist party boss occurred in his Kremlin office recently.



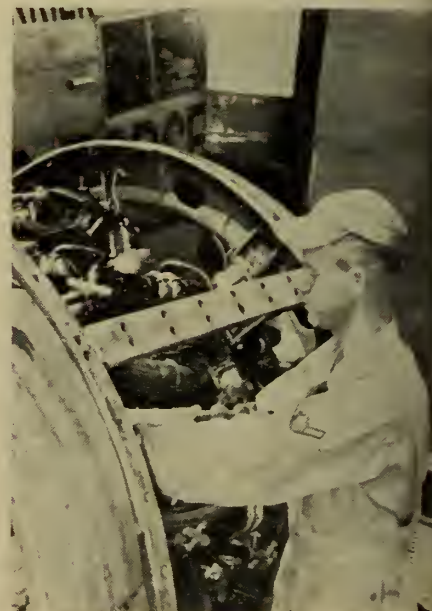
Pictured left to right in a mine elevator 400 ft below sea level are Maj. F. D. Coslett, cmdr 9101st ARGp; M/G R. J. Browne, cmdr 1AF; Mr. G. McClintock; Lt. Col. W. F. Maguire; and Lt. Col. C. S. Wyatt. The tour was arranged for Gen. Browne by the 2605th ARSg, Wilkes-Barre, Pa.



Appearing in a filmed interview with NY's WPIX TV station's newsmen John Tillman are Col. R. C. Meyer; Col. R. L. George, cmdr NYANG's 106th F-1 Wg; and Maj. N. P. Johnson.



F. E. Glass, Jr., Dayton (Tenn.), smiles as Lt. Col. James W. Lach, cmdr 9963d ARSq, pins on his 2d Lt's bars. Lieutenant Glass received a direct commission from the rank of T/Sgt.



6-month enlistee A/3c R. G. Meyer, 2233d ARFC, was the first trainee to return to Mitchel AFB to complete active duty training after finishing a mechanic course at Sheppard AFB.

THE AIR

Reservist

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The "Flying Buccaneers" 3
Canadian Air Auxiliary 5

THE AIR *Reservist*

VOL. IX

NO. 9

OCTOBER-NOVEMBER 1957



Cover: Air Explorers of Sq 100 visit the Mayflower II, Plymouth Harbor, Mass., accompanied by members of the 108th F-I Wg, New Jersey ANG.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

Budget Axe Chops Magazine; Bulk Distribution Also Cut

The over-all Air Force budget cut affects production of *The Air Reservist*. Limited funding permits only two 8-page issues for the rest of this year, instead of three 16-page issues.

Along another matter: with individual distribution reaching in excess of 433,000, bulk distribution had to be cut considerably in order to stay within the authorized ceiling of 480,000.

"No Reservists Forced to Lose Credits"—Gen. Hall

AFRes, ANG Cut 13 Sqs; Personnel to be Shifted

No air reservist will be forced to lose the retirement credits and other privileges he has amassed because of the inactivation of 10 AFRes squadrons and three ANG units, Lt. Gen. William E. Hall, ConAC commander, declared.

"Personnel-wise, the action is not as drastic as it might appear," the general said, adding that most of the reservists in those units slated for deactivation can be absorbed into other reserve activities in their area (see other story on this page spelling out the personnel problem).

In explaining the necessity for the cutting of these 13 units, Gen. Hall said that "the reserve program is so closely related to the over-all AF requirement that it would be unrealistic to expect that serious retrenchment in the active establishment would not have its impact on the reserve forces."

He concluded by stating that "even though the funds to maintain them may be limited, we simply must make the very most of everything we have."

The deactivation announcement, made late in September, will result in a reserve force structure of 39 wings totalling 128 tactical squadrons in addition to the existing individual training program. The combat capability of these units will be increased through improved manning and equipping.

Personnel to be affected are 970 reserve officers and 2200 reserve airmen; and 176 ANG officers and 642 ANG airmen. The number of assigned aircraft will not be reduced.

Units to be deactivated and their home stations follow:

Air Force Reserve

New York NAS (Brooklyn), 436th Trp Carr Wg Hq and 79th Trp Carr Sq; Newcastle County Arpt, Del., 512d Trp Carr Wg Hq and the 326th and 327th Trp Carr Sqs (to move to Willow Grove NAS, Penna.) and the 328th Trp Carr Sq; Byrd Field, Va., 757th Trp Carr Sq; Willow Run Arpt, Mich., 472d F-B Sq; Pineallas County Arpt, Fla., 77th Trp Carr Sq; Orlando AFB, Fla., 78th Trp Carr Sq; Dress Memorial Arpt, Ind., 73d Trp Carr Sq; Minneapolis-St. Paul, 440th F-B Wg Hq and 95th F-B Sq; Portland, Ore., 403d Trp Carr Wg Hq and 64th Trp Carr Sq; O'Hare International Arpt, Chicago, 437th Trp Carr Wg Hq and 84th Trp Carr Sq; Greater Pittsburgh Arpt, 375th Trp Carr Wg Hq

Nearby Units to Absorb Men Affected by Move

The circumstances that have dictated the streamlining of the AFRes program have made it necessary to delete certain Category "A" units. Deleting units does not mean deleting personnel. The AF is going all out to insure that there will be no deletion or loss of trained, active, skilled reservists. Plans call for a speedy realignment of individuals affected to other ready positions within the reserve program.

The AF is not forgetting the high value of the skill and proficiency which training in a highly active Category "A" unit produces.

The first step, and the most desirable from the reservists' viewpoint, will be to fit as many reservists as possible into those Category "A" units that will be continuing, at the same or another nearby location.

In many cases a squadron unit remaining at the site where a wing has been deleted will be able to absorb a majority of the personnel who had been training with the wing unit. This is based on the fact that where a wing with two or three squadrons had been formed, the three units had not yet managed to attain full authorized strength. The actual assigned strength would only be slightly higher than that which is authorized for the unit which will remain.

Following the leveling off against remaining unit vacancies, personnel still excess will be encouraged to apply for mobilization positions in Part I with any major air command having a vacancy in a unit conveniently located to the reservist's residence. To facilitate this phase of the realignment of these reservists, vacancy listings reflecting Part I

see PERSONNEL page 7

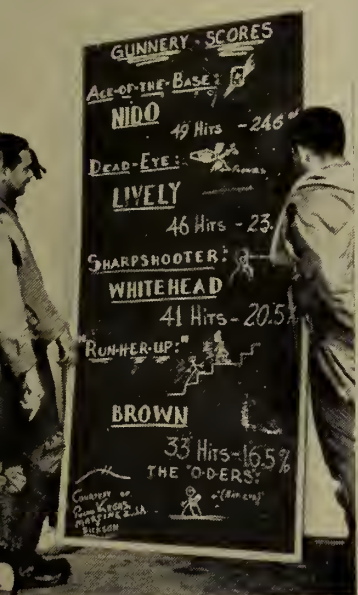
and 56th Trp Carr Sq; Scott AFB, Ill., 94th Trp Carr Wg Hq and 732d Trp Carr Sq; Dobbins AFB, Ga., 813th F-B Sq; Clinton County AFB, Ohio, 357th Trp Carr Sq; Niagara Falls Municipal Arpt., 445th Trp Carr Wg Hq; Memphis, Tenn., 319th F-B Wg Hq; Dallas NAS, Texas, 448th F-B Wg Hq.

Air National Guard

O'Hare International Arpt, Chicago, 168th F-I Sq; Brooklyn NAS, 106th F-I Wg Hq and 114th F-I Sq; Bradley Field, Conn., 103d Air Def Wg Hq; Philadelphia International Arpt, 111th Air Def Wg Hq; Reading, Penna., 148th F-I Sq.



Lt. E. C. Ethrell, air advisor, counts on target during the gunnery missions.



'Scoreboard' is eagerly scanned by pilots. This is the score during early stages.

PUERTO RICO's "Flying Buccaneers," popular appellation for the 198th Fighter-Interceptor Sq of the Air National Guard, celebrated its 10th anniversary by copping the best attendance record during field exercises of all ANG units, a feat which won for that unit a citation from Brig. Gen. R. Loyal Easton, ConAC's personnel chief.

And to add to its glory, the island unit, under the command of Lt. Col. Alberto A. Nido, either doubled or tripled its activities in all phases of operations over last year.

Statistically speaking, in 1956, a total of 64 air-to-air gunnery missions were flown compared to this year's 191 missions. The number of F-86 sorties jumped to 288 this year compared to 85 last year and the number of tow sorties (F-86 and T-33) almost doubled, from 22 to 43.

These increased sorties upped this year's jet flying time to 280:15, more than triple the '56 total of 89:15 hours. Total *Sabre* flying time jumped from 73:30 during last year to 235:10 this year; "T-bird" time went from 15:45 to more than 45 hours.

Five of the squadron's pilots qualified this year in aerial gunnery. First was Col. Nido, a WWII RCAF and AAF



Gov. Luis Muñoz Morín (right) is briefed by officers on the operation of F-86 Sabres.

graduates and almost all are completely bi-lingual in English and Spanish.

An added incentive is the unit's new \$2 million hangar home and facilities at San Juan's ultra modern International Airport. All sorties were made from a landing strip sandwiched between the green mountains of the interior and the palm-studded beaches of the island's north coast resort strip.

Largely responsible for an excellent maintenance record was the untiring work of the ground crews under two veteran officers, Maj. Henry L. James and Capt.

The "Flying Buccaneers"

veteran who posted a 19.6% at medium and 21.8% at high altitude firing to qualify at both levels.

Top high altitude score was made by Maj. Owen McCaskill, operations officer, who scored 23%. The three other qualifying pilots were Capt. Earl Lively with 17% medium and 12.3% high; Lt. José A. Bloise with 19% medium and 12% high; and Capt. Elliot Gray with 24% medium and 17% high.

A highlight of this year's training was Governor's Day, officiated over by Gov. Luis Muñoz Marín of Puerto Rico. The governor congratulated the *Flying Buccaneers* on their record and quoted Gen. Easton who called the squadron "one of the best in the entire Air Guard." He also decorated 1st/Sgt. Stanley V. Zych with the Outstanding Air National Guardsman Medal.

Contributing to its success is the high education level of the 198th's 500 officers and airmen. All are at least high school

Roberto Montes, both of whom celebrated 10 years of service this year. M/Sgt. José Gonzalez, line chief, and some of his key crew chiefs also completed a decade of Air Guard service during the exercises and were awarded medals by Gov. Marín.

The 198th received Federal recognition as a unit in November, 1947, when 160 airmen and 10 officers set up headquarters at the old Isla Grande Airport in the center of San Juan.

The unit's impressive growth over the past decade and its continuous fine record in every department, has won it numerous commendations from Gen. Easton.

The general, in an interview appearing in the San Juan daily newspaper, *El Mundo*, declared that the 198th is a squadron which the ANG and Puerto Rico can well be proud of.

And who's going to argue with a general?



Air Academy Liaison Slots Open to Highly Qualified Reservists With Info Background

Appointment of an unspecified number of USAF Academy Liaison Officers from among highly qualified officers of the AFRes, effective immediately, has been authorized by Hq USAF.

Selected officers will be appointed by the commander of the numbered Air Reserve Center having jurisdiction over the locality to which they are assigned and will work directly with him. The award of points for performance of this duty is authorized as project training pursuant to paragraph 8g, AFR 45-15.

These officers will function as official spokesmen for the Director of Admissions of the USAF Academy and under his guidance will conduct the candidate promotional and advisory program for the Academy within their respective areas. Their over-all assignment will be to disseminate information concerning the Academy, motivate qualified young

men to seek nomination to the Academy, and assist potential candidates in applying for a nomination.

Sought primarily for this duty are field grade officers with awarded AFSCs in the "72-" Information Services career field, and those with extensive public speaking or promotional advertising backgrounds. In exceptional cases, officers below the grade of major may be selected. Also, all officers selected must have volunteered for appointment.

Spelling out the duties and responsibilities of the selected officers, the following information was supplied by ConAC Hq:

Immediately upon notification of the appointment of a USAF Academy Liaison Officer, the Director of Admissions of the Academy will forward directly to the Liaison Officer an information kit containing various promotional aids and

literature and complete instructions for carrying out his duties.

Generally speaking, the functions of a liaison officer will include making himself known to local news media, schools, youth organizations, etc., as an official source of information and assistance to prospective candidates for nomination to the Academy; conduct a continuous search for outstanding young men in his area and contacting these young men to advise them of the opportunities and advantages of seeking nomination to the Academy; counseling prospective candidates for nomination on such matters as eligibility, requirements, various competitions through which candidates may seek nomination, methods of applying for nomination, preparatory schools for the Academy, etc.; and, keeping the Director of Admissions of the Academy informed of the status of the program in his area.

A letter from Hq ConAC, CNPRP-A-2, Subject: USAF Academy Liaison Officers, to the four numbered air forces under ConAC, dated 25 Sept. 57, gives all details.

Industrial College Invites Reservists to Conferences

The Industrial College of the Armed Forces once again offers members of the Air Reserve Forces the opportunity to attend its National Resources Conferences during the current fiscal year.

The program, two weeks in duration, includes discussions on such topics as the impact of technological progress of the national economy, the history and political development of Soviet Communism, the present status of the nation's natural and human resources, and the wartime economic potential of other countries.

Reservists not on extended active duty may apply through official channels and, upon selection, are ordered to active duty for the 2-week period of instruction.

Those who attend the required percentage of lectures, films, and discussion periods are presented with a certificate of completion.

Each conference is a condensation of a 10-month resident course given by the Industrial College.

During 1957-58, National Resources Conferences will be held in the following cities:

| | |
|---------------------|------------------|
| St. Louis, Mo. | 21 Oct-1 Nov 57 |
| Boise, Idaho | 21 Oct-1 Nov 57 |
| Pittsburgh, Pa. | 11 Nov-22 Nov 57 |
| Memphis, Tenn. | 2 Dec-13 Dec 57 |
| Fresno, Calif. | 13 Jan-24 Jan 58 |
| Indianapolis, Ind. | 13 Jan-24 Jan 58 |
| Los Angeles, Calif. | 10 Feb-21 Feb 58 |
| Boston, Mass. | 10 Feb-21 Feb 58 |
| Charleston, W. Va. | 17 Mar-28 Mar 58 |
| Philadelphia, Pa. | 17 Mar-28 Mar 58 |
| Rochester, N. Y. | 14 Apr-25 Apr 58 |
| Fort Worth, Tex. | 14 Apr-25 Apr 58 |
| Montgomery, Ala. | 12 May-23 May 58 |
| Bridgeport, Conn. | 12 May-23 May 58 |

75 AFRes Airmen to Get Commissions Next Year

Again in FY58, a maximum of 75 deserving AFRes airman will be appointed to officer status through the grade of captain, according to a letter from the Hq USAF to Hq ConAC. The program was initiated in FY55.

The age-grade table for selected reserve airmen is as follows: 2d Lt: 18 but less than 28; 1st Lt: 28 but less than 34; and capt: 34 but less than 40.

Quotas for the four air forces under ConAC are: 1AF: 22 with 5 alternates; 4AF: 10 with 3 alternates; 10AF: 14 with 4 alternates; and 14 AF: 19 with

5 alternates. An additional 10 appointments have been set aside for applicants of major air commands and subordinate units not under the jurisdiction of ConAC.

Hq USAF Announces Changes in Medical Training Courses

Changes in AFRes officer medical training courses during FY58 have been announced by Hq USAF's Medical Education Division.

Flight Surgeons' Refresher Course: Class 57-C, scheduled Nov. 25-29, has been postponed. Class 58-A will be conducted, as scheduled, Feb. 24-28, 1958.

Physiological Training Officer Symposium: Class 57-C, Dec. 2-6, was redesignated Class 57-B when the latter session, originally scheduled Sept. 9-13, was dropped. Class 58-A will be conducted, as scheduled, June 16-20, 1958.

Medical Supply Officer Symposium: Class 58-A will be conducted, as scheduled, Apr. 21-25, 1958. Class 57-C, which was to have been conducted Sept. 23-27, was dropped.

AFRes refresher courses in Hospital Administration and Wing Base Dental Surgeon will not be conducted during the current fiscal year. These two courses have been placed on a standby basis.

(Our Air Force neighbor to the north—the Royal Canadian Air Force possesses an Air Reserve set-up much like our own. This article, rewritten from the RCAF's official publication, the Roundel, discusses the training methods of a typical Auxiliary fighter unit—the 438th Squadron in Montreal. We thought it would interest you and thank the editors of The Roundel for permission to use the L'Escadrille material.)

THE aim of Auxiliary fighter squadrons, as laid down by Air Defense Command, is to "maintain such a standard of proficiency that, after a short course, they would proceed to any regular RCAF day-fighter squadron if necessary." To insure that Auxiliary squadrons remain at the desired standard of proficiency, a monthly status return is sent to ADC showing the squadron's state of combat-readiness.

In this connection, for a unit to be

highest gunnery scores in annual competition, affords ample evidence that constant practice pays off.

As we have our AF flying centers, composed of Regular AF personnel, so does Canada have its Regular AF support personnel who make up most of the ground crew and some of the administrative staff. The Regular RCAF provides maintenance facilities at St. Hubert and special courses for the pilots such as jet conversion and flying instructors' courses, in addition to the 2-week gunnery practices held each summer at various RCAF stations.

Late last year the 438th received its first F-86 *Sabres* which gave it first line operational aircraft. It had already flown T-33's and *Vampires*. In addition to the *Sabres*, the squadron received a number of *Harvards*. Flying these aircraft two days a week, the unit averages more than 325 flying hours a month.

In addition to their flying activities,



The Sabre was not superimposed, either! It's a shot taken from another plane of a Canadian Auxiliary unit's training base. The lads are just as ready as they can be.

considered combat-ready, each individual member of the squadron must have a valid instrument rating and be up-to-date on cross country and formation flying, night flying, ground control intercept, and tactics. Should a pilot for any reason be away from his unit for three months or more, he must re-qualify.

During the pilots' training on weekends, the squadron's own planes generally are used for practice interceptions, but whenever the opportunity presents itself, the pilots indulge (with GCI permission) in such extra-curricular activity as "bouncing" USAF aircraft flying over Canada on SAC exercises.

Thus, every weekend, the sound of the 438th's aerial activity rends the air just west of Montreal, at RCAF Station St. Hubert. The unit's record in winning the McBrien Trophy, awarded to the Auxiliary jet squadron obtaining the

unit members spend two evenings each week at their Montreal headquarters, a 2-story building which contains lecture rooms, briefing rooms, drill hall, messes, orderly room, medical inspection room, photo section, offices, and the commander's conference room.

For the pilots, the Tuesday and Thursday evening sessions consist of lectures on navigation, meteorology, air regulations, *Sabre* handling, northern flying, flight safety, tactics, emergency procedures, and intelligence. These lectures are given by members of the RCAF support group, individuals from local aircraft industries, squadron members, and ADC officers.

No. 438 Squadron, in common with all other Auxiliary units in Canada, is finding that its ranks are gradually being depleted of war veterans. New pilots

see CANADIAN page 7



This is Wing Cdr. J. E. Gauthier. His Auxiliary unit drills much the same as our Reserves.



CANADIAN AIR AUXILIARY



These Canadian reservists are grinding out bullets, not meat. Hope it's only for practice!

CROSS COUNTRY REPORT



Faye Emerson, TV Star, Cited

Faye Emerson, movie and TV star, was honored during a recent program marking the Fifth Anniversary of Operation Skywatch, the Ground Observer Corps plane spotting operation at the Air Defense Filter Center in Syracuse, N. Y.

Miss Emerson was principal speaker at the program, which also honored a score of Syracuse area civilians who man the center on a round-the-clock basis. The operation is supervised by members of the 4673d Ground Observer Sq, regular AF.

Taxi, Sergeant!

S/Sgt. John Kinn, of Morningside, Md., and a few buddies from the Washington, D.C., area, all members of the 459th (Congressional) Trp Carr Wg, went to their summer encampment at Clinton County AFB, Ohio, in style. They took a taxicab.

Sgt. Kinn, who works in the Supply Sq of the Wing's M. & S. Gp, as a reservist, also is a Tabulating Machine Supervisor for the Air Force at Andrews AFB, home of the Congressional Wing. How come the taxi? Well, Sgt. Kinn is a part-time taxi driver, too. Wonder how much he charged himself for the trip?

Jersey Flag Over South Pole

A New Jersey state flag flew over the South Pole in an Air Force *Globemaster*, named the State of New Jersey, during Operation Deep Freeze II.

Borrowed from the New Jersey Department of Defense, the flag recently was returned to Gov. Robert B. Meyner by



Left to right, holding flag, are Capt. Carl Wilson, Maj. Gen. Cantwell and Gov. Meyner.

AF Capt. Carl Wilson at a brief ceremony attended by Maj. Gen. James F. Cantwell, Chief of Staff of New Jersey. Gov. Meyner has directed that the flag be placed on permanent display in his outer office with a certificate signed by the aircraft commander and navigator attending to the polar flight.

☆☆☆

Reserve Roundup

Lt. Col. Julius Friedman and his son, 1st Lt. Ronald D. Friedman, became the first father-son team to serve at the Tampa (Fla.) AResC. . . . The Sandia Corp. of Albuquerque, N.M., which employs 212 AF, 158 Army, 219 Navy and 20 Marine reservists, and 52 National Guardsmen, was awarded the Department of Defense's Reserve Award. . . . *A/3c Edward C. Hicks*, a former CAP 2d Lt. of Santa Barbara, Calif., received a thrill when he was congratulated by *Lt. Gen. James T. Doolittle (Ret.)* as the former cadet signed up for a hitch in the regular AF.



Col. Blankenship

Lt. Col. Clinton H. Blankenship, cmdr, 9544th ARSq, Allentown, Penna., an early organizer of the AFRes in central-eastern Pennsylvania, recently completed 30 years of active and reserve service.

Capt. Charles E. Rogers was named commander of the 9542d ARSq, Harrisburg, Pa. . . . *M/Sgt. Robert Vukson* was the first Michigan ANG enlisted man to receive a direct commission as a captain. . . . *Capt. William B. Petree* of the 8500th ARSq (Nav Tng) flew a total of 69 hours, 25 minutes while on his 2-week active duty tour with a MATS unit at Hamilton AFB, Calif. . . . *Col. Hugh E. Hockett* has succeeded *Lt. Col. Justin G. Knowlton* as commander of the 9080th ARGp, Oakland, Calif. . . . *Capt. Marion E. McKenna* became the first female officer in the Florida ANG when she was sworn in as chief nurse of the 125th USAF Infirmary at Jacksonville, Fla. . . . Oops! *Lt. Col. John Riffle's* name was inadvertently omitted from a caption in a September Pictures of the Month photo. Col. Riffle of Kansas City's (Mo.) 9718th ARSq was shown posing with Mrs. Bea Johnson, KMBC-TV executive.

MAIL BAG

Dear Editor:

I am a former AFRes officer who was separated under Sections 518 and 522 ROPA, on July 15, 1957. I am 55 years of age and was separated in the grade of major. Am I eligible to enlist in the AFRes?

SOR

Lewiston, Me.

Former AFRes officers separated under ROPA's Section 518 and 522 are eligible for enlistment providing they meet the age requirements as contained in Par 11, AFR 45-57. Since the maximum age is 54, you would not be eligible to enlist in the AFRes.

Dear Editor:

I have heard that some individuals incurred an 8-year military service obligation in certain instances. I enlisted for a period of six years in the Regular AF on July 21, 1952. Am I obligated for a period of two years when I complete the six years for which I signed up?

BJW

Racine, Wis.

Any male officer or airman under the age of 26 without prior military service who enlisted, was inducted, or was appointed in any of the Armed Forces of the United States, including their reserve components, between June 20, 1951, and Aug. 9, 1955, incurred an obligation for a period of eight years minus one day from the date he initially enlisted, was inducted, or was appointed. This period of obligation may not be reduced.

Correction

An answer in one of September's *Mail Bag* letters omitted a line of type. In reply to a query regarding how many points may be awarded for preparation of instruction to be presented at unit training sessions, the published answer reported: . . . the award of point credits is based primarily upon the amount of time spent in the preparation. This should have been: . . . the award of point credits is based primarily upon the amount of instruction prepared, rather than the amount of time spent in the preparation.

position vacancies of the major commands are being prepared at the ARRC in Denver and will be distributed to each location where a unit is being deactivated.

Reservists can review these vacancy listings and select positions calling for skills that they possess and in which they feel they would like to train. They may then make formal application on AF Form 1288, or, to speed up the process, they may visit the unit where the vacancy exists and discuss the position with the supervisor concerned.

Where such visits are made, it may be possible to obtain the tentative approval of the unit without any paper work being completed until after the visit. Naturally, when a tentative approval is obtained in this manner, the formal application, AF Form 1288, will then have to be completed and the assignment confirmed by issuance of orders.

It is anticipated that the two steps described above will cover the majority of the reservists involved. But still further opportunities will be available. There are a sizable number of vacancies

in Parts II and III positions within the ARResC program. The reservists who cannot find a position either in another Category "A" unit or in one of the Part I vacancies can be aligned against one of these Parts II or III spaces in the ARResC program.

Air Forces Study Vacancies

The ConAC air forces are being instructed to obtain a current reading on such vacancies so that they can interchange spaces among the various reserve centers to provide the widest flexibility in vacancies for the individual.

Recognizing that in these Category "A" units the rated personnel were actively engaged in flying activities and were currently proficient in their aeronautical ratings, it was decided to release approximately 1900 spaces to the ARResC program against which these rated individuals could be assigned.

Up to this time it was felt that reservists training in the centers would not be currently proficient in their aeronautical ratings and for that reason these rated spaces had been filled only by selective assignees recently released from active duty. These selective assignees, being recently released, are proficient in their flying skills and can be expected to retain that proficiency for a year or possibly longer without further training.

Heir Reservists



Yeah? Well see here, son, The general happens to be a personal friend of mine . . . !

Since the flying personnel of the deleted Category "A" units are in a similar position, as far as their flying proficiency goes, it will be possible to assign them to these rated positions until 30 June 1958. Later on, a decision will be made as to whether or not that period to which they are assigned to a rated position, but not engaging in flying training, can be extended beyond that date.

For airmen personnel there should be practically no problem in relocating to another ready reserve position. As of the end of September, there were 9,000 Part I airmen vacancies waiting to be filled, in addition to slightly more than 75,000 airmen vacancies in Parts II and III positions in the ARResC program. With that wide margin of vacancies to choose from it will be very unusual for an airman reservist in one of these deactivated units to be unable to find another ready position to continue his participation.

There will be non-prior service airmen who have been training in these units and it is fully expected that all of them will be reassigned to other ready reserve positions. None of these individuals will be screened to Standby until it has been finally determined by ConAC Hq that there is no ready reserve position anywhere in the program in which they could be used.

Ready reserve positions may not be available for all field grade officers, particularly lieutenant colonels and colonels. For these and any other reservists, the number of whom should be very small, who can not be assigned to a suitable ready reserve position, continued reserve participation will be available in General Training, Category "E" or by enroll-

come, generally speaking, from four sources:

Regular AF pilots who have served their 5-year term and been discharged; Trans-Canada Airlines' pilots who fly with the 438th on weekends and their days off; former University Reserve Training Program flight cadets sponsored by the Auxiliary for further training; and finally, young men who are sponsored by the squadron, receive their training in the regular RCAF, then return to the squadron.

Ground crew personnel are recruited mainly from the ranks of high school students.

(So you can see, in this very brief description, that Canada's Auxiliary works out much the same as our AF Reserve. It is a pleasure to salute it!)



ment in the Extension Course Institute. All of the surplus personnel will be offered assignment in Training Category "E" so that they can continue obtaining satisfactory retirement points at air reserve centers conveniently located to their residence.

With all of the above actions being taken to provide an opportunity for continued ready reserve participation, it is anticipated that except in the higher field grades, very few reservists will suffer loss of ready reserve status as a result of the reorganization to a more efficient air force reserve unit structure.

Everyone connected with the administration of the reserve program recognizes the potential value of the individual affected by the streamlining and will go "all out" to find them positions where their skills can be retained.

For those ANG personnel who cannot be reassigned within other ANG units scheduled to be retained, the above opportunities will be offered in the same way as they are to the members of the air force reserve units. Thus a more efficient reserve unit training program will evolve with a minimum disadvantage to the individual reservist.

AFRes Technician Plan Slowed Down By Manpower, Budget Limitations

Action toward implementation of the AFRes Technician Plan has been slowed by manpower and budgetary limitations. Additional detailed information to supplement that furnished in the August and September 1957 issues of *The Air Reservist* should be available for inclusion in the next issue.

Pentagraphs

Policy Change for AFROTC Cadets: Some misunderstanding exists among AFROTC cadets in regard to tours of active duty which are in prospect for them as graduates of the AFROTC program. Last August, because of the serious officer retention problem in the AF and prospects for an austere 1958 budget, the Secretary of the AF approved a policy whereby all pilot trainees would be required to sign a Career Reserve statement agreeing to a 5-year tour of active duty. Cadets not selecting the 5-year tour would have as an alternative the choice of a 3-year active duty tour in a non-rated assignment. However, a call to active duty for those selecting the 3-year tour would be on a schedule consistent with the AF's ability to absorb AFROTC graduates into technical training or directly into a unit. The policy change would apply to all Advanced ROTC cadets and all trainees presently in the pipeline through Primary Flying School. Students in Basic Pilot Training would not be affected. An opportunity to obtain a commission would not be denied any ROTC graduate because of the above modification in policy. In brief, the AF has two contracts open for selection by the ROTC cadet: the first consists of an obligated active duty tour for pilot trainee reservists for 5 years (increased from 3 to 5 years), and second, a 3-year active duty tour for personnel desiring a non-rated assignment.

☆ ☆ ☆

New Social Security Law: During the last session of Congress new Social Security disability benefits were enacted into law which will affect more than 100,000 disabled workers. The legislation will enable totally disabled persons to begin drawing Social Security at age 50 instead of waiting until the age of 65.



Convair F-106A Delta Dart: An all-weather interceptor, fastest ever flown to date, has been undergoing flight tests at Edwards AFB. First production models of the triangle-winged supersonic plane, manufactured by the Convair Division of General Dynamics Corporation, are now being flown from Convair's San Diego, Calif., plant for use in continuing tests. The fuselage of the *Delta Dart* is over 70 feet long, shaped in a graceful curved wasp-waist to conform to the area rule design first applied to the F-106's sister ship, the supersonic F-102A. The aircraft's mission is to stop possible enemy attack:

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Hollywood Seeking AFRes Stories: Reservists who have service-connected experiences to tell that appear to have entertainment value and which reflect credit on the individual reservist and the AFRes should write them up separately, with no attempt at literary perfection, exactly as they happened, and send them to Reserve Productions, Inc., California Studios, 650 North Bronson Avenue, Hollywood 4, California (Attn: Mr. John C. Hunter). The setting for each tale may be in peace or wartime, can be humorous, somber, tragic, etc., but must be true. The material should include names, dates, place, and enough detail of each account to permit screen writers to rewrite and construct a TV episode. Several stories will be used by Reserve Productions in a proposed TV series devoted to the Reserve Forces of the armed services which has the approval of the Department of Defense. The studio mentioned above will pay \$100 for each anecdote selected, and the author may be invited to Hollywood to serve as technical advisor on the project. Name, rank, address, and telephone number, together with a resume of military service, to include present reserve affiliation, should be submitted with each sketch.

☆ ☆ ☆

VA Income Limitations: In determining eligibility and amount of a VA death compensation to be made to a widow of a veteran who died of a service-connected disability, the amount of the widow's outside income will not place a limitation on the indemnity compensation payments to be made to her. However, income limitations do apply when a wartime veteran dies from a non-service connected condition. In this instance, the widow's outside income does affect the amount of the annuity awarded.

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VOL. IX

NO. 10

DECEMBER 1957



Cover: Guided Missiles are a vital part of the Air Force's tactical weapons system. Story on page 4 describes these missiles.

AIR FORCE RESERVE • AIR NATIONAL GUARD
AIR FORCE ROTC • CIVIL AIR PATROL
EXPLORERS, BSA

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If you know any member of the AF Reserve not on active duty, who is not receiving this magazine, advise him to report that fact, including his full name, rank, service number, plus old and new home addresses to "The AIR RESERVIST," Air Reserve Records Center, 3800 York Street, Denver 5, Colorado.

Air Guardsmen not on active duty receive copies of this magazine through their unit of assignment.

Material contained in the AIR RESERVIST is indexed in the Air University Periodical Index.

Use of funds for printing this publication has been approved by the Secretary of the Air Force and the Director of the Bureau of the Budget 15 July 1955.

USAF Policy on Missiles Sent to ConAC Commands

To insure unity of thought and expression in discussing the missile role of the AF, Lt. Gen. William E. Hall, ConAC Commander, has forwarded to the commanders of the four numbered air forces and ARRC a copy of "The USAF Policy on Missile Development and Employment."

Gen. Hall declared that Gen. Thomas B. White, USAF chief of staff, was gravely concerned regarding expression of individual opinions on these matters.

see USAF POLICY page 8

Eligible Officers for ROPA Promotions Reminded to Submit Pertinent Letters

Past issues of *The Air Reservist* carried advance notices concerning AFRes selection boards to consider reserve officers for promotion under the provisions of ROPA. These articles included:

1. Officer grades to be considered by the board.

2. Zones of consideration—that is, the promotion service dates and total Federal commissioned service dates pertinent to the grades to be considered.

This information was published sufficiently in advance of the board meeting to enable eligible reserve officers to submit to the board an up-to-date, factual letter as provided for by Section 203(e) of ROPA. Such correspondence should be forwarded not later than 30 days in advance of scheduled convening of the board. Officers submitting letters should observe the following guide lines which will facilitate review by the board and help to achieve an objective evaluation of the letters.

The letter should be in proper military form, addressed to the President, Air Force Reserve Section Board, Air Reserve Records Center, 3800 York Street, Denver 5, Colorado. Items in the letter should be listed in chronological sequence and the correspondence should be as brief as possible consistent with the facts. Inclosures should be omitted or kept to a minimum. For example, items such as college transcripts, staff studies and membership certificates can be mentioned in the letter but should not be inclosed.

Subjects related to the promotion potential of an officer which may be covered in the letter include: active military service, Reserve participation, rebuttals, effectiveness reports, education, civilian occupation and activities in civic affairs. Such items should be factual statements.
see ROPA page

ANG Enters Missile Field F-89H's to Carry "Falcon"

The Air National Guard has now entered the "missile era" with the re-equipment of its 123d F-I Sq, Portland, Ore., with F-89H aircraft.

The F-89H, a late-model Northrop *Scorpion*, is equipped to carry the radar-guided "Falcon," an air-to-air missile manufactured by Hughes Aircraft Company.

The move parallels conversion of Army National Guard anti-aircraft artillery units to the Nike missile which was announced recently by Secretary of the Army Wilber M. Brucker.

Maj. Gen. Winston P. Wilson, Chief of AF Division, NGB, said the Oregon National Guard unit received the first of two of its new F-89H's last month from the 321st F-I Sq, Paine AFB, Wash. Sixteen others from AF organizations will be delivered at the rate of three per week until all of the 123d's older F-89D's are replaced.

Gen. Wilson called the equipment of an Air Guard squadron with missile-firing aircraft an historic event.

Greetings

My sincerest wishes for a richly rewarding Holiday Season to all members of the Air Reserve Forces and their families.

May the world emphasize the true meaning of the Yuletide — peace on earth, good will to men — throughout the year.

My deepest appreciation to all citizen airmen for their unselfish devotion in furthering the Christmas spirit.

WILLIAM E. HALL

Lieutenant General, USAF
Commander, Continental Air Command

New Airpower Book Club Available to Reservists

The "Airpower Book Club," designed specifically for the many thousands of officers and airmen and other advocates of airpower, has, at long last, become an actuality.

Sponsored and managed by the Air Force Association, the new concept in book clubs will help Air Force careerists and members of the Air Reserve Forces increase their professional knowledge and enrich their own personal library of air literature with volumes of quality, significance and dignity.

Hq USAF encourages membership in AFA's Airpower Book Club, whose books will represent the best in professional airpower literature available.

Book club members will receive four books the initial year, with a guaranteed minimum retail value of \$25. In addition, members will get a bonus of a handsome, uniquely valuable "gift" premium book upon joining.

Subscription Fee

The five books for the first year are available for the annual subscription of \$15, provided the fee is paid in full upon joining. Three payments of \$6 each is the alternate membership plan for the year.

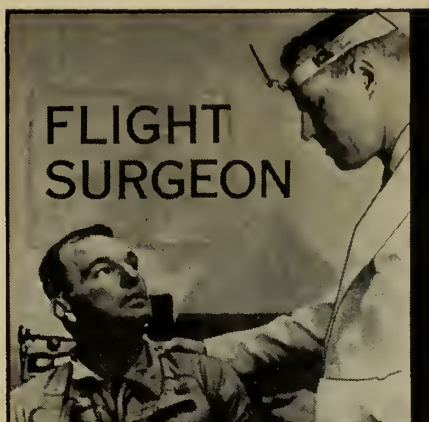
Airpower Book Club members will receive another dividend in the form of a new quarterly publication called "The Airman's Bookshelf," a comprehensive review of the current selection, plus reviews and listings of other selected current and past titles in aviation.

The listed books in this publication may be purchased, through the Book Club, at a ten percent discount to members only. Issues of The Airman's Bookshelf will accompany book selections.

The initial premium book, given free upon membership, will be *A History of the U. S. Air Force, 1907-1957*. This distinguished, illustrated book is the first 1-volume history of the AF ever published. It is the hardback version of the History which appeared in the Golden Anniversary issue of *Air Force Magazine*. Retail value of this alone is \$6.75.

The book includes a comprehensive index, bibliography, and foreword by Gen. Thomas D. White, AF Chief of Staff, who commends it "to those of us who wear the Air Force uniform, to our brothers-in-arms of the Reserve components . . ."

see AIRPOWER page 7

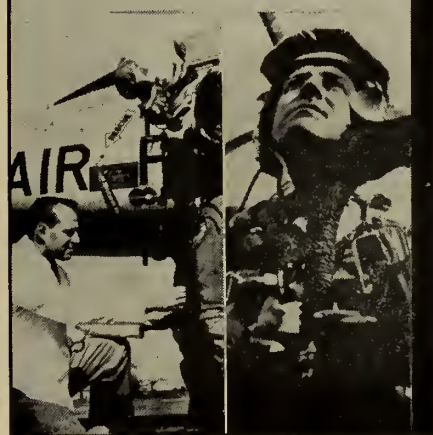


A VERY busy man indeed is Dr. Toby Freedman, AFRes major and pioneer of North American Aviation's full-time program of aeromedicine for pilots.

In addition to his flight surgeon civilian duties and his reserve commitments, Dr. Freedman also works in close coordination with the flight safety elements of the company; is a medical consultant for the 146th F-I Wg, California ANG; and instructs courses in aviation safety for Armed Forces personnel attending the U. of Southern California.

These candid photos of Dr. Freedman show him working at his "No. 1" job — personally checking the equipment (and bodies) of two of the aviation company's family of 40 test pilots. You have to be healthy to test-fly the supersonic manned aircraft of tomorrow and it's Dr. Freedman's job to see that these pilots stay healthy.

Dr. Freedman was discharged as a major in the AF in 1954 and decorated for meritorious medical service while serving as base commander of the 483d Tac Hosp in Ashiya, Japan.



FY58 Budgetary Problems Discussed at NGA Confab

Probable effect of the austere 1958 budget for the Department of Defense on all Reserve Forces and particularly the Air National Guard was the principal topic of discussion in the 79th annual conference of the National Guard Ass'n. held in Louisville, Ky.

Discussing the future role for reservists, the Hon. David S. Smith, ass't secy AF for Manpower, Personnel and Reserve Forces, declared that " . . . the decisive phase of battle will be short; and it will be won or lost with on-hand hardware." Sec. Smith further stated that the reserves are nearer to being an integral component of the active AF than at any time in the past.

Lt. Gen. William E. Hall, ConAC commander, talked on the adjustments which necessarily were made in the size of the ANG and the AFRes in view of the austerity program.

Compatible Cut

"I want to assure you that the cuts have been closely reasoned and studied and that the structure of the reserves is the one most compatible with the available budget and present wartime requirements," the general declared. He added that, "I also want to emphasize that the Reserve Forces play a prominent part in the current AF war planning and will, I am confident, continue to do so for the foreseeable future."

Looking at the financial cut from a purely realistic angle, Maj. Gen. Winston P. Wilson, deputy chief, NGB, declared that the impact (the deactivation of three wings and three squadrons because of a \$20 million appropriation slice) will be felt in both the pilot training program and the size of the ANG forces. He added, however, that " . . . considering the alterations within other components of the armed services, the ANG can be considered as not having fared too badly."

Among other items of interest coming under discussion during the three-day conference were proposed amendments to ROPA, air technician retirement, future planning for the ANG program (guided missiles, etc.) and equal treatment of reservists and regulars in the payment of per diem.

Delegates selected Atlantic City, N. J., as the site for the 80th annual conference of the NGA in 1958.

"Missiles are indispensable to the combat structure of the Air Force and we will continue to integrate them with manned aircraft to improve our operational capabilities as rapidly as possible."—Gen. Thomas D. White.

THE Air Force's responsibility for the operational use of intercontinental ballistic missiles and land based intermediate range ballistic missiles was confirmed recently by former Secretary of Defense, Charles E. Wilson.

Operational guided missiles were introduced into the Air Force in 1954, and, it already has a wing of *Matadors* in its combat structure. Further, it is carrying on an intensive program to train units to handle missiles and has plans for orderly integration of missiles into its inventory.

However, the arrival of the "rocket age" does not sound the death knell for the flying Air Force. Machines have not been built which can think or take evasive action. And until one is devised capable of such mental manipulation, high level military officials have a common sense rebuttal to Nikita Khrushchev's cacophonous blasts.

The honest view is that rocketry is becoming a fixture in the AF scheme, but there is still a vital and large-scale requirement for manned aircraft. As a result there is a need for expanded

The citizen-airman must cultivate versatility in keeping with the rapid transitions in aerial techniques. In many instances, Air Reservists have and are now delving into the technical aspects of nuclear and thermonuclear possibilities. During the past three years, a number of reserve units have scheduled and conducted missiles courses as part of their unit training assemblies.

An example was reported in the May 1957 issue of *The Air Reservist* which revealed that Milwaukee's 9664th ARSq had completed a year's training course in guided missiles. The unit's training section, alert to the AF's missile development program, scheduled a course in the very latest techniques, construction and operations. Interested personnel studied propulsion systems, jet streams, airframes, and other technical subjects. This course drew so great a response that the squadron staff was soon overwhelmed by requests from members of nearby units who wished to attend classes.

Still another example of the interest in guided missiles shown by Air Reservists was also reported in the May issue in the feature entitled, *Mojave Mission*. It described the visitations of Air Reservists assigned to the Fresno Air Reserve Center to witness some of tomorrow's weapons and also pinpointed an Air Reserve flight made up of technicians and scientists working for the Navy at the China Lake station.

The Guided Missile

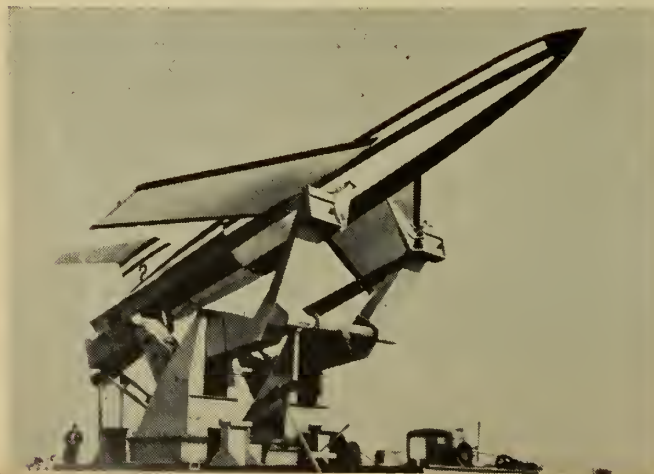
talents. This super technological movement makes it imperative that we develop as fully as the marriage of science and ingenuity will allow. Less may be fatal.

"It is recommended that Air Reserve units participate in the BOMARC mission and assist in accomplishing certain normal and nuclear logistic functions."

—Asst SecAF David S. Smith.

What affects the Air Force affects every Air Reservist. Lt. Gen. William E. Hall, ConAC commander, has indorsed the missile mission for Air Reservists in recent talks.

Matador at launching site



"It is premature to make any definite statements on the project, but I will say that early findings indicate the employment of the BOMARC missile is well within our capability."—Maj. Gen. Winston P. Wilson, ANG.

Thus the Air Guard indicates its interest in the missile mission. The successful participation of 12 ANG units in Operation "Plumbbob" over Nevada in September gave a sample of their readiness to enter advanced fields. These units flew with USAF planes in live tracking missions wherein they were called upon to fly through radio active clouds; honest baptism for the job they will have to do in the event we are attacked.

In the light of the foregoing statements, coupled with the recent lifting of the security blackout and the fact that the AF considers it of major importance that all its members, active and reserve, have a better understanding of the missiles program, the following material is presented:

The AF has nine principal missiles. Of these, the *Matador*, *Falcon* and *Genie* are operational; the *Snark*, *Rascal* and *Bomarc* are in production; and the *Atlas*, *Titan* and *Thor* are under priority development.

The *Matador* is designed for tactical use; *Falcon*, *Genie* and *Bomarc* for air defense; and the other five for strategic purposes. As they become operational they are assigned to TAC, ADC and SAC—the AF's three combat commands.

The intercontinental *Atlas* and *Titan* and the intermediate

ge *Thor* are ballistic missiles; the others are in the non-ballistic category. All of the AF missiles are guided and follow trajectories that may be altered by signals from some guidance system after launching. They are jet-propelled by solid or liquid rockets, turbo-jets or ram-jets. The ram-jets and turbo-jets are air-breathing engines. The pay load can be nuclear or conventional warheads. Some of the missiles have been designed to carry either type.

The *Matador*, *Snark*, *Atlas*, *Titan* and *Thor* are surface-to-surface, designed for ground launching against distant ground targets. The *Falcon* and *Genie* are air-to-air, for launching from aircraft at other air targets. The *Rascal* is air-to-surface and *Bomarc* is surface-to-air.

A more detailed breakdown as recently released by the AF Weapons Service follows:

MATADOR: Glenn L. Martin Company has developed the TM-76A (formerly the TM-61B) which features a self-contained navigation system. It is currently undergoing flight tests in a controlled corridor between Alamogordo, N.M., and a pre-selected impact area on the Wendover (Utah) AFB target range—approximately 650 miles away. The TM-61 received its first flight in December 1950 and is AF's first operational missile. Ground launched by a rocket



launcher, it is powered by an Allison jet engine, controlled electronically in flight by ground personnel and is capable of delivering conventional or nuclear weapons several hundred miles. It operates at speeds of more than 650 mph and at altitudes in excess of 35,000 feet.

GENIE: Developed by ARDC, the Genie MB-1 carries a nuclear warhead which was designed by the Los Alamos Scientific Laboratory. Its atomic yield is stated as well below minimal (20 Kilotons). *Genie's* airframe is manufactured by Douglas and the rocket engine by Aerojet-General Corporation. *Genie* was placed in the weapons inventory of ADC in January 1957. It is classed as the most significant advancement in air defense of the United States since the advent of radar.

FALCON: Manufactured by Hughes and under development since 1947, this missile comes in two packages. However, except for guidance, the GAR-1 by radar and the GAR-2 by infra-red, they are essentially the same. First test fired in 1950, the GAR-1 became operational in March 1956. The missile weighs about 100 pounds and is about six feet long. It is powered by solid rocket propellant and electronically fired and guided from interceptor-type aircraft. These planes carry Falcons in quantity and launch them miles from the target.

SNARK: Manufactured by Northrop, the *Snark* SM-62 is a long-range winged pilotless aircraft designed to be used as

a strategic missile. It is the first U.S. long-range missile to be test flown. Powered by a turbo-jet engine, it is considered to have range and accuracy at least equal to the ballistic missile types. It is in production for assignment to SAC units.

RASCAL:

Currently, all launchings of the *Rascal* GAM-63 rocket-powdered guided missile are being made from B-47 Stratojet bombers flown by SAC crews for training purposes. *Rascal* permits the bombers to fly outside a defended target area and let the missile itself penetrate the target. SAC has already announced it will activate the first squadron to handle *Rascal* for operational use. The missile is 32 ft. long, 4 ft. in diameter and can be released from bombers many miles from the target.

BOMARC: In quantity production by Boeing, the *Bomarc* IM-99 is a long-range interceptor missile of supersonic speed. It is designed to operate at high altitude with very short response time and very high rate of fire. *Bomarc* is launched vertically and cruises toward the target on twin ram-jet engines. Its range enables it to destroy enemy planes at a far greater distance than any other planned missiles available for the defense of the United States.

THOR: Contract awarded Douglas Aircraft Company in December 1955. Components are being developed by other prime contractors. Many of the major components and subsystems will be identical for the ICBM-IRBM which is expected to speed their development and greatly reduce the overall cost of the program.

ATLAS and TITAN: These ICBM's designed for deep penetration strategic attack at high speed are under priority development: *Atlas* by Convair Division of General Dynamics Corporation and *Titan* by Glenn L. Martin Company.

Pertinent comments revealing missiles progress made by the United States were dramatically presented by President Eisenhower in a recent major television broadcast. The most significant seemed to be:

... "A different kind of missile, the air-breathing *Snark*, recently traveled over a guided course for 5,000 miles and was accurately placed on target."

... "We have fired three rockets to heights between 2,000 and 4,000 miles, and have received back much valuable information about outer space."

... "Long range missiles, as they exist today, do not cancel the destructive and deterrent power of our Strategic Air Force."



Falcon

CROSS COUNTRY REPORT



VIP's Overwhelm Community

Chisholm, Minn., a small mining community 70 miles north of Duluth, was practically inundated with VIP's when it turned out en masse to honor the 179th F-I Sq., Minn. ANG, and two regular AF fliers.

Specifically feted were Lt. Col. Ralph M. Jerome, commander of the 179th, which won the Winston P. Wilson Trophy as the nation's best air guard all-weather interceptor squadron; Capt. Kenneth D. Chandler, winner of this year's Bendix Trophy, and Col. Robert Gould, Duluth AFB commander, who finished second in that race.

Among the honored guests and speakers were Minnesota Gov. Orville Freeman, Maj. Gen. Joseph E. Nelson, Minnesota adjutant general, Maj. Gen. John Ives, ConAC chief of staff at the time, now IAF cmdr, and Jay Woodward, mayor of Chisholm. It was he who read a telegram citing the three officers, the men of the 179th, and the citizens who gathered to honor them. It was signed by President Dwight D. Eisenhower.

☆☆☆

Establish Sq Rating System

Emulating the ConAC Rating System for AResCs, the 2654th AResC of Milwaukee, Wisc., has initiated a similar system for its seven assigned ARSqs, which will compete for the Allis Chalmers Outstanding ARSq Trophy, donated by that Milwaukee company.

The point factors to be considered in the squadron rating system are: participation in specialized and general training, active duty rate for eligible reservists, recruiting and retention, annual surveys and medical examinations completed, reserve officer training reports completed, and the timeliness of all other reports.



Lt. Col. F. R. Whotley, 2654th AResC cmdr, Maj. Gen. R. E. L. Eaton, 10 AF cmdr, and R. S. Stevenson of Allis Chalmers (l. to r.) inspect new trophy.

6

Cadets Go to Antarctic

Two CAP cadets, victors in a nationwide competition among 36,000 youths, will spend the next few months with the USAF on Operation Deep Freeze III, the U.S. Antarctic Expedition. They are Cadet Maj. George P. Sheaffer, 19, of Camas, Wash., and Cadet Capt. William G. Ehrlich, 18, of Lincoln, Neb.

The two lads, during their stay at McMurdo Sound, the AF advance base, will be full-time working members of the AF task unit and will take part in several aerial supply missions over the South Pole. If conditions permit, they may participate in at least one landing at the Pole.

☆☆☆

Reserve Roundup

Lts. Bob and Bill Wunsch, twins who served together all through their active duty tours, signed up together in the 442d Trp Carr Wg (R) of Richards-Gebaur AFB . . . Col.



Col. Tokoz

A. E. Tokaz assumed command of the New Orleans AResC following the retirement of Col. Mark J. Roy . . . Capt. Henry P. Schaeffer, a Berkeley (Calif.) Lutheran minister who was awarded the Com-

mendation Ribbon for his heroic work during the Yuba City flood disaster in 1955, has applied for specialized training classes at the Oakland AResC . . . Reserve Lt. Col. Silvio P. De Bonis and Maj. Ross B. Gillis of the 9047th ARGp, Worcester, Mass., were awarded the Commendation Ribbon for jointly recruiting some 450 AFRes personnel.

New headquarters for the 9963d and 9977th ARSqs were opened in Chattanooga, Tenn. . . . The Hon. Luther H. Hodges, Governor of North Carolina, officiated at dedication ceremonies of the Charlotte (2691st) AResC . . . The 2613th AResC of Buffalo, N. Y., sponsored a display of U.S. airpower in windows of one of that city's leading department stores . . . Maj. Gen. Shepard Crump, adjutant general of Virginia, presented citations to two Virginia ANG airmen for outstanding work in AF training. They were A/3c George S. Jacobs and A/1c Joseph O. Shifflett.

MAIL BAG

Dear Editor:

I entered the AF, March 1951, and was discharged, Dec. 1953. Upon receiving an early discharge, I was placed in the reserves. My time should have expired in the reserves March 1957; however, I received a letter extending my time. In the meantime, I'm a member of the active reserves, and I wonder if I could receive a new issue of clothing because of my being extended. It has been 6½ years since I first entered service.

HCH

Roanoke, Va.

If you are participating in reserve training which required wearing of uniform, then uniforms are provided for initial or replacement purposes thru issue-in-kind. If you had obligated service, you should have reported for reserve training with sufficient clothing to meet the reserve allowance. As these items require replacement, they should be turned into the squadron supply officer and appropriate replacement will be made.

Dear Editor:

I'm an AFRes staff sergeant obligated to complete my 4-year tour. A specialized training flight was started in a nearby town last Feb. After being contacted as to whether I would be interested, I decided to join the flight. Since then I attended every training lecture (12), but during that entire period (and to date) have yet to be assigned. Both flight and squadron commanders assured me I would be assigned, but nothing has come of it. As a result, I failed to get nearly \$80 which would have been my pay had I been assigned. What could possibly be the reason for so long a delay in assignment such as this, and what can I do to alleviate it?

END

Napoleon, Ohio

We're unable to explain the long delay, provided your application was properly filled out and sent to ARRC. It is suggested that you contact your unit commander and request that follow-up action be taken on your assignment. If you are an obligor as stated in your letter, ARRC must publish the orders on your assignment.

see MAIL BAG page 7

Vidal Assigned to USAF; Todd Chosen ConAC C/S

Brig. Gen. Felix L. Vidal, ConAC deputy commander for Reserve Affairs, succeeded Col. Harold E. Todd, last month, as deputy assistant chief of staff for Reserve Forces, Hq USAF.

Col. Todd reported to ConAC, Nov. 1, as chief of staff to Lt. Gen. William E. Hall, commander.



Col. Todd

Gen. Vidal

Gen. Vidal, former commander of the 439th F-B Wg (AFRes), returned to active duty March 1, 1955, and assignment to ConAC. A West Point graduate in 1933, he served in the European theater during WWII. He was assigned to Washington, D. C., as director of Manpower for the Army Air Corps after the end of the war, reverting to inactive status in November 1946.

Col. Todd, a Stanford U. graduate, has had Air Reserve assignments since 1949 when he was director of Reserve Administration, 4AF. He then commanded the 4th Air Reserve District, San Francisco, Calif., prior to assignment to USAF, Jan. 1954. Col. Todd served with the XI FC during WWII and with 13AF, FFAF, from 1946 to 1948.

Col. Todd succeeded Maj. Gen. John H. Ives, who, in turn, succeeded Maj. Gen. Roger J. Browne as 1AF commander upon the latter's retirement (story in September *Air Reservist*).

MAIL BAG from page 6

Dear Editor:

I was discharged as an airman first class Dec. 1, 1955. I'd like to get back into the AF; however, I have three dependents. After four years of AF service, I went to work with Civil Service as an aircraft mechanic (since Jan. 12, 1956). Therefore, I now have six years aircraft experience, plus six jet schools. I haven't been in an active reserve unit since discharge. I'd like to know my position and if my aircraft experience means anything. I'm still with Civil Service here at Craig AFB, Ala.

HDC
Alabama

Heir Reservists



I have a feeling I only earned 49 points this year!

AIRPOWER from page 3

First selection of the Airpower Book Club will be a definitive biography of Billy Mitchell, entitled: "Mitchell, Pioneer of Airpower," by Isaac Don Levine.

The Book Club will choose the volumes for the members. To begin with, no optional selections will be offered, although they may be offered later. Books selected will represent the best in professional air literature, chosen by a qualified group of military and civilian authorities in the field of airpower and aviation.

The announcement of the Airpower Book Club culminates years of studied planning and fulfills the dreams of scores of AF people, from the AF Chief of Staff on down. AFA received full cooperation and encouragement from Hq USAF and various major air commands in the planning of the Book Club.

Subscriptions should be sent to The Airpower Book Club, Mills Building, Washington 6, D. C.

It is not clear whether you are requesting info concerning enlistment in the regular or reserve AF. However, in either instance, you would be ineligible to enlist because you have been discharged since Dec. 1, 1955 and now have three dependents. This break in service prevents you from obtaining a grade high enough to support your dependents in the event of mobilization or as a member in the regular AF. It also may be that you have a reserve obligation and are presently assigned to a reserve standby unit in this event, you should contact Hq ARRC, 3800 York St., Denver 5, Colo.

ROPA from page 2

in support of the officer's ability to assume the next higher grade.

Not acceptable in the letter is any reflection on the character, conduct or motives of another officer. Letters containing material of this type will be returned promptly. Letters for inclusion in the selection folder should not contain questions as such correspondence also will be returned. Reservists who are being considered for promotion may submit a letter of recommendation; however, a letter sent directly to the selection board by an individual on behalf of the reserve officer being considered will be returned to the writer.

Sample Letter

To achieve uniformity in Section 203(e) letters, a sample letter follows for the guidance of those who desire to forward a letter to the Selection Board.

TO: President

Air Force Reserve Selection Board
Air Reserve Records Center
3800 York Street
Denver 5, Colorado

1. In accordance with Section 203e, Reserve Officer Personnel Act, the following information is submitted for your consideration.

2. I served as an enlisted man and as a cadet during World War II, commissioned second lieutenant 1942, and flew 35 combat missions over Europe. Upon return I flew gunnery missions for aerial training, was recalled during the Korean incident, and flew C-54's for MATS.

3. I was not active in the Reserve program until 1948 because I was completing my education at the University of Illinois. In 1948 I participated in the Reserve program as a pilot in a troop carrier wing until recall during Korea. After release from active duty I joined an Air Reserve Squadron and have been assigned there to date. My current duty is a squadron commander.

4. I was rated for period 1 January 1953 through 3 May 1953 and received a relatively low effectiveness report. I do not feel the rating officer could have properly rated my performance as, to my knowledge, he had personal contact with me only three times during that period.

5. I received a B.A. degree in business from the University of Illinois in 1948. Currently, I am working for my masters degree at the University of Chicago.

6. I am employed with the Company in the distribution division and supervise thirty employees. I am participating in my company's executive training program. I am a member of the Junior Chamber of Commerce in my home city and a member of the Rotary International. I currently am a scoutmaster of my son's Boy Scout Troop. I was appointed a member of my city's paint-up, clean-up committee in 1954.

7. I am married, have two sons, and own my own home.

Pentagraphs

Promotion Reg re U&MA Slots: AFR 45-50, *Promotion of AFRes Officers to Fill Unit and Mobilization Assignment Position Vacancies*, dated 28 June 1956, is superseded by AFR 45-50, dated 30 Sept. 1957. The revision was reported in the August 1957 issue of *The Air Reservist* as being in the mill.

☆ ☆ ☆

USAF Reserve Deputy Named: AFSec Douglas has named reserve Col. Benjamin W. Fridge, San Jose, Calif., as USAF Dep for Reserve & ROTC Affairs to replace Brig. Gen. Donald J. Strait who resigned in August. A former bomber pilot in the South Pacific during WWII, Col. Fridge is a qualified jet pilot and dep cmdr, 349th TCW (Res), Hamilton AFB, Calif. Col. Fridge reported to the Pentagon last month.

☆ ☆ ☆

ROPA Promotion Boards: In accordance with the provisions of ROPA, as amended, selection boards will convene in early 1958 to recommend AFRes officers for permanent promotion. Convening dates for grades are Jan. 20, for major to lieutenant colonel; Feb. 10, for captain to major; and Mar. 17, for first lieutenant to captain. Reserve officers considered, but not selected for permanent promotion, will be placed in a deferred status. Individuals will be notified by Hq USAF. General Orders announcing selections will be distributed as soon as possible after recommendations have been approved. Lead story on ROPA promotions, page 2, this issue, cites an example of a letter which may be forwarded to the selection board by the individual in order to bring his background up-to-date.

☆ ☆ ☆

Operation Sixteen Tons: *Trained and Ready*, a film based on *Operation Sixteen Tons*, has been distributed by regional AF libraries to AResC's, ARFC's, and numbered air forces for viewing. It consists of live shots of reservists and reserve units involved in the airlift of approximately one million pounds of Loran equipment to the Caribbean. The movie was produced by the Air Photographic and Charting Service and will run about 14 minutes. This film is considered particularly good material for Commanders' Call (a feature story on *Operation Sixteen Tons* appeared in the October 1956 issue of *The Air Reservist*).

☆ ☆ ☆

Air Command & Staff College Course Changes: The Air Staff has approved several changes in the AC&SC program for FY59. The USAF officer student participation in the Squadron Officer School will be increased from 600 to 750 for Class 58-C, to 800 for Class 59-A, and to 850 for Class 59-B. The quotas allocated to Allied officers, ANG officers, and AFRes officers not on EAD will remain unchanged. The size of the Command & Staff School student enrollment will be decreased from 902 to 600. The quota for USAF officers will approximate 485 with the remaining quotas allocated to Army, Navy, Marine, ANG, Allied and nonactive duty AFRes officers.

USAF Periodical 30 — 1
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■ USAF POLICY from page 2

Gen. White added that while "individual thinking should not be suppressed," he strongly advocated a solid AF front on all major programs. The "Policy," Gen. Hall said, would give all ConAC personnel (active and reserve) "a good grasp of the AF position." It should be utilized, he added, in the preparation of speeches, in their relations with the public and officials of the Government and other services.

The Policy follows:

1. *The United States Air Force has long recognized the potential of missiles. According to current roles and missions the Air Force has the greatest operational need for such weapons.*

2. *Missiles and aircraft can be combined, capitalizing on the performance and characteristics of each, to create a formidable instrument of air power considerably greater than the use of missiles or aircraft alone. The creation of such an instrument is a primary objective of the Air Force.*

3. *Missiles, as they are perfected, will supplement and complement the manned aircraft. However, to preserve the required capability and flexibility of operations, it is essential that the Air Force maintain a significant force of manned aircraft during the foreseeable future.*

4. *The Air Force has and is continuing to develop missiles for use in the strategic, tactical and air defense roles as fast as technology and the availability of funds will permit.*

5. *As rapidly as missiles become operationally suitable, they will be phased into units either to completely or partially substitute for manned aircraft according to military requirements.*

Form 3547 Requested

DEPARTMENT OF THE AIR FORCE
THE AIR RESERVIST
AIR RESERVE RECORDS CENTER
DENVER 5, COLORADO
OFFICIAL BUSINESS

